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WEEK DAYS

7.00 a.m.	7.10 a.m.		
7.30 "	8.00 "	every 15 minutes	Stop
8.00 "	8.30 "	" 10 "	" ping
	8.40 "		Non Stop
	8.57 "		Stopping
	8.47 "		Non Stop
	8.54 "		Stopping
	9.04 "		Non Stop
	9.11 "		Stopping
	9.20 "		Stopping
9.30 a.m.	11.00 "	every 10 minutes	Stop
11.30 "	12.30 p.m.	" 15 "	" ping
	12.47 "		Non Stop
	12.47 "		Stopping
	12.57 "		Non Stop
	1.04 "		Stopping
	1.13 "	" "	Non Stop
	1.20 "		Stopping
1.30 p.m.	4.30 "	every 10 minutes	" Stop
4.30 "	4.40 "	" 15 "	" ping
4.50 "	6.30 "	" 10 "	Non Stop
	6.47 "		Stopping
	6.57 "		Non Stop
	7.04 "		Stopping
	7.13 "		Non Stop
	7.20 "		Stopping
	7.30 "		Non Stop
	7.37 "		Stopping
	7.47 "		Non Stop
	7.54 "		Stopping
	8.03 "		Non Stop
	8.10 "		Stopping

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[FROM INDIAN PAPERS.]

THE WESTMINSTER ELECTION.

LONDON, March 19th.

There were lively scenes at to-day's polling in the Abbey Division of Westminster, where Mr. Winston Churchill's hurricane electioneering during the past week has awakened the sober Tory stronghold to a life it has not known since the days of the hustings when Charles Fox snatched a victory owing to the efforts of the famous Duchess of Devonshire on his behalf.

Even a Duchess is not wanting to-day to complete the comparison, for the Duchess of Westminster took the field personally in a motor-car on behalf of Mr. Churchill, taking market-women, porters, and others to the polling booth. Mr. Churchill, with over 200 cars, and Mr. Nicholson with 150 had a marked advantage in this respect over their opponents, who, together, had less than a dozen.

The former's cars were decorated with coloured streamers, parked in all districts at an early hour, and let loose before eight o'clock in the morning to pick up voters.

An exceptional number of business people voted early, while no other constituency is able to show such distinguished electors who entered the polling stations to-day, including the Dean of Westminster, Mr. Philip Snowden, Mr. Baldwin, the Marquess of Lincolnshire, Mr. Arthur Henderson and his sons, and General Sir Dighton-Pringle.

Mr. Churchill was seen everywhere exchanging quips with his opponents and cheerily greeting his supporters. Mr. Churchill is confident of a substantial majority, but general opinion is inclined in favour of the official Conservative belief that Mr. Ocho Nicholson, who is a nephew of the late member, will win easily, with Mr. Churchill probably second.

The Labourite, Mr. Brockway, relies on a split vote among his adversaries for victory, while the Liberal, Mr. Scott-Duckers, only hopes to keep Mr. Churchill out.

MR. CHURCHILL SMOKES A CIGAR.

LONDON, March 20th.

Mr. Winston Churchill, accompanied by his wife, was the first candidate to arrive at Caxton Hall, where the votes were counted. He walked about smoking a cigar, occasionally halting to chat with his wife.

During the closing moments of the count rumours circulated alternatively that Mr. Churchill and Mr. Nicholson had won. When the count was finished, a cheer broke out among Mr. Churchill's supporters, and Mr. Churchill, smiling, rushed down the room and shook hands with his wife.

Meanwhile the figures were being checked at the Returning Officer's table, and it was soon known that Mr. Churchill had been defeated. He returned from his wife towards the table, looking very pale. He then went back to the far end of the Hall.

When the figures were announced, the crowd outside, which was largely Labourite, started singing "Poor Old Churchill" to the tune of "Poor Cock Robin."

After the recount, Mr. Nicholson moved the customary vote of thanks to the Returning Officer.

Mr. Churchill, seconding, hoped that the venerable constituency would not be unduly disturbed by the excitement of a fierce and vivid contest.

Mr. Churchill subsequently addressed his supporters and said that the date for the poll had been fixed for the minimum legal period. He considered that this had adversely affected his chances in the extraordinary and astonishing attempt that had been made. Another two or three days, he said, would have produced a different result, and this must be taken into consideration when he considered his future relations with his great constituency. He added that this was the twelfth election he had fought. Certainly, it was the most exciting. He was too old a campaigner to be disheartened by the ups and downs of political life. He believed that he had succeeded in setting on foot a movement which would exercise a potent, and possibly, a decisive influence on the immediate political future. He looked forward to the day when a great Conservative Party, in its senses, and occupying a broad and progressive platform, united with large numbers of Liberals, would repulse the Socialist attack, and inaugurate a Government worthy to work with the Unionist Government in the days of the Great Salisbury.

LILIAN BAYLISS OF THE "OLD VIC."

LONDON, March 19th.

The Oxford University authorities have notified Lilian Bayliss, the famous actress and manageress of the "Old Vic" Theatre, of their intention to confer on her the honorary degree of Master of Arts.

She is the second lady associated with the "Old Vic" to receive a University honour, the other being Sybil Thorndike.

MAN WHO PRETENDED TO CURE CANCER.

LONDON, March 19th.

The gullibility of the public in medical matters is evidenced by an extraordinary case at Leeds Assizes, where a sexagenarian miner, named David Williams, has been convicted on five charges of inflicting bodily hurt and obtaining money by false pretences.

It appeared that the prisoner, who is absolutely devoid of medical knowledge, professed to cure cancer, and treated patients with ointment and liniment containing corrosive. The patients, suffering intense pain in consequence, were ordered to be detained during His Majesty's pleasure.

DISTINCTION FOR A WOMAN.

LONDON, March 19th.

A tall, slim, pale-faced woman, wearing rimless eye-glasses, talked easily and clearly to an interviewer to-day about Economics, her distinction in which led to her appointment as the only woman member of the Commission which the Chancellor of the Exchequer appointed to enquire into the National Debt.

This was Mrs. Barbara Wootton, a member of the staff of the Joint Research Department of the Trades Union Congress and Labour Party. Though only 28, she will take her place shortly on an equal footing with twelve of the greatest financial and economic experts of the country at a round-table conference at the Treasury, including Lord Colwyn, who is Chairman, Mr. W. L. Riechers, Sir Charles Adels, and Sir Josiah Stamp. Mrs. Wootton, whose parents are both lecturers at Cambridge, read classics three years, but took economics in the fourth year, winning first-class honours with special distinction therein.

LADY ASTOR STIES UP WESTMINSTER.

LONDON, March 21st.

A lively breeze in the House of Commons was evoked by Lady Astor, during the debate on the Admiralty Vote, remarking that she knew how difficult it was for Labour members to reconcile defence with the Sermon on the Mount. If they learned as much in the next six weeks, she added, as in the last six, even Singapore would be safe in their hands. She was only sorry that some Back-Benchers had not got a job so that they could learn a bit.

Mr. Lansbury: That is a sample of good Christian love and charity.

Lady Astor: I try to live in Christianity and not brag about it.

The Labourites protested against the use of insulting remarks.

The Chairman said that he had not heard any.

Lady Astor, continuing, said that the only trouble was that she said things that are true, and they did not like it.

Mr. Lansbury: Go on with the Gospel.

Subsequently, there was much laughter when a Conservative referred to the Front-Benchers as the biggest lot of land-lubbers even seen.

Mr. Kirkwood asked whether it was in order for a member to use such a word in reference to His Majesty's Government. (Laughter.)

AIR HEARSE.

BRITON'S BODY BROUGHT FROM COLOGNE.

A special air liner, of a type usually accommodating 8 passengers, was engaged recently to fly from Cologne to London with the body of an Englishman named Carlisle, who has been killed at Cologne in a motor accident. Mr. Carlisle was an official of Lloyd's Bank at Cologne.

The aeroplane journey occupied only 3 1/2 hours, and on arrival at the London Air Station the coffin was transferred to a motor-hearse and conveyed by road to Warrington, Lancashire.

This is the first time that an aeroplane has been specially hired for such a purpose, although the body of M. Maneyrol, who was killed in the Daily Mail gliding competition at Lympe, was conveyed to Paris by aeroplane for interment.

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
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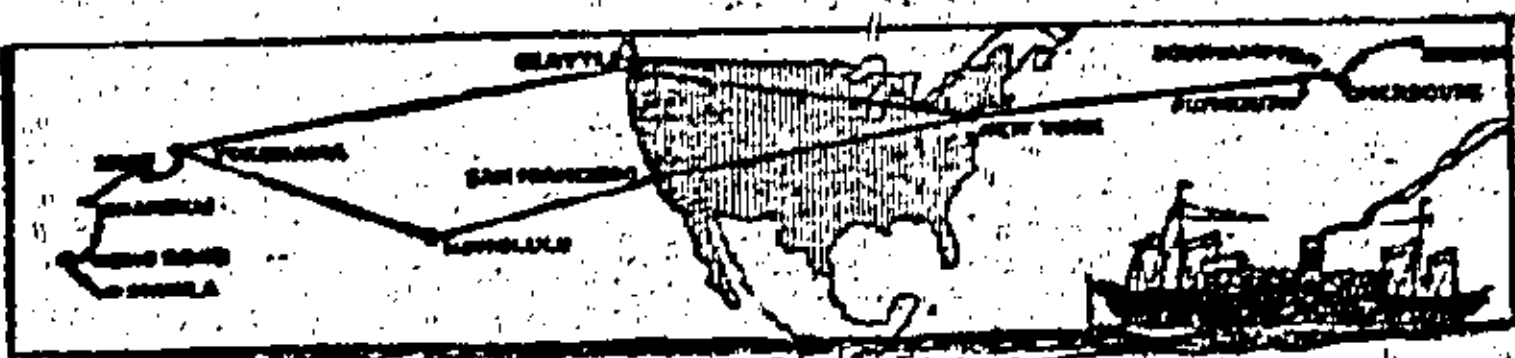
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SOVIET ECONOMIC PROBLEMS.
NEW SILVER CURRENCY.

Riga, March 1st.

Since last summer the Soviet Government has been striving to "close the economic seasons" and bring the economic life of town and country into closer relationship by diminishing the divergence between the abnormally low prices of grain and the abnormally high prices of industrial products. This divergence deprives the peasants of the possibility of buying agricultural implements and other goods during the last few weeks of the year. But grain and some other foodstuffs have risen at an astonishing rate. Some attribute this sudden rise to a shortage, due partly to the export policy, others blame the constantly falling Soviet paper money, and the Government has therefore circulated new silver coins.

Nevertheless, the price of grain continues to rise, and the Government has decided to adopt legislative measures to restrain the tendency and to fix prices. Indeed, a fixed maximum price for bread has already been adopted in Moscow and Leningrad, and it has been decided to extend control, if necessary, to other daily commodities. So far the restrictions affect only Government establishments and co-operatives, but the Government has advised private dealers to follow suit. Leningrad, the Commissioner of Home Trade, announced a meeting of private traders recently, and told them that the success of the currency reform depended on private traders lowering their prices. The traders protested, explaining their difficulties, especially high taxation, but Leningrad insisted that the prices must be reduced in order to preserve the stability of the silver currency. If they did not do it, the Government would see that it was done.

The *Ekonomicheskaya Zhizn* points out that the Government attaches not only economic, but also political importance to the new silver coinage as a means of increasing the confidence of the peasants, who have not seen silver since 1915. The coin is of the same weight, fineness, and nominal value as Tsarist silver, but the circulation of the latter is prohibited.

Dzerzhinsky, the usually taciturn though ruthlessly active head of the OGPU (State Political Department for combating "counter-revolution"), who is also Chairman of the Supreme Economic Council, has attracted attention by an energetic speech which he made recently at a gathering of Communist and private industrialists and traders, in which he stated that trade was bad, and denounced the Soviet economists who still did not know how to trade and adhered unduly to capitalist methods. What trade lacked, he said, was firm control; confidence in the economists had been undermined and must be restored. Ruthless measures must be taken against all the following narrow departmental lines. It must be generally understood that a heavy hand was waiting to descend upon anyone who misinterpreted the part he was expected to play in the work of supporting the mighty edifice of the State.

Dzerzhinsky's speech sounded a note of menace. His appointment to the chairmanship of the Supreme Economic Council is regarded as a very clever move, of which both the ruling OGPU and the extreme members of the Opposition approve. The Government expects Dzerzhinsky's sinister personality, behind which there looms always the dreaded Cheka, or OGPU, as it is now called, to induce the economists to show greater energy and greater loyalty. The Opposition expect that he will put a check on the New Economic Policy men and stem the tide of private enterprise which has to a large extent ousted the Government's trading organizations from the villages.

NO CASH FROM GERMANY IN 1923.

£14,000,000 IN KIND.

The Chancellor of the Exchequer, Mr. Snowden, in reply to Mr. Ormsby-Gore, who had asked for the estimated value of the deliveries either in cash or kind by Germany to Great Britain, France, Belgium, and Italy, respectively, on account of reparations and cost of military occupation since the date when France entered the Ruhr up to the end of 1923, circulated the following statement on March 4th:—

1. No cash payments were made by the German Government on reparation account during 1923, beyond the payment of the six months' Treasury Bills issued to the Belgian Government in respect of the last five monthly payments for 1922, which fell due during 1923.

2. The deliveries in kind made by the German Government to Great Britain, France, Belgium and Italy respectively which have been notified to the Reparation Commission during 1923, were as follows:—

Great Britain	152,000,000 gold marks
France	14,000,000 "
Belgium	5,000,000 "
Italy	123,000,000 "
Total	294,000,000 "

(Say £14,000,000).

3. In addition, the German Government issued paper marks to the various Armies of Occupation on requisition to the following amounts:—

Great Britain	16,000,000 gold marks
France	8,000,000 "
Belgium	200,000 "
Total	24,200,000 "

(Say £1,210,000).

The issue of paper marks made by the German Government to the French and Belgian Armies on requisition was suspended from the beginning of the Ruhr occupation until December, 1923.

4. No figures have been reported to the Reparation Commission or communicated to the British Government by the French and Belgian Governments as regards the value of the seizures and confiscations effected in the Rhineland and the Ruhr, and no sum has been brought to account by the Reparation Commission in respect of such seizures.

ARMY ACCOUNTING.
COMPLETE CHANGE IN SYSTEM ADVOCATED.

Sweeping changes are advocated in the report of the Committee, presided over by Sir Herbert Lawrence, on the administration and accounting of Army expenditure.

The Committee declares that a proper system of accounting, which is necessary to the efficiency of the Army, has been wanting in the past, and urges a complete change in the system of administration from the War Office downwards, and decentralisation of accounting to far as individual establishments and regimental units are concerned. It also urges the amalgamation of the Royal Army Pay Corps and the Corps of Military Accountants under the Adjutant-General to the Forces, subject to Parliamentary requirements.

The report expresses the opinion that a Committee should be appointed for the purpose of making detailed recommendations in this connection. It remarks, "After the most careful consideration we are of the opinion that it is essential to the proper development of administrative responsibility that decentralisation should be carried eventually to its ultimate point, namely, the regimental unit." It does not believe that such increased administrative responsibility would interfere with training.

The Committee is far from advocating unnecessary cheese-paring, but many scales of allowances cannot fail to be wasteful, as they must be fixed high enough to cover the maximum ordinary expenditure and, therefore, must be excessive in many cases.

CHINA SUGARS TO BE SUB-DIVIDED.

At the annual meeting of the shareholders of the China Sugar Refining Co., Ltd., held recently, the Chairman referred to a letter which had been received from shareholders asking for the shares to be sub-divided into a smaller denomination. The General Agents and Consulting Committee have now decided to recommend the division of the existing \$100 shares, into four shares of \$25 each, and it is proposed to hold Extraordinary General meetings of the Company at an early date to put this proposal before shareholders.

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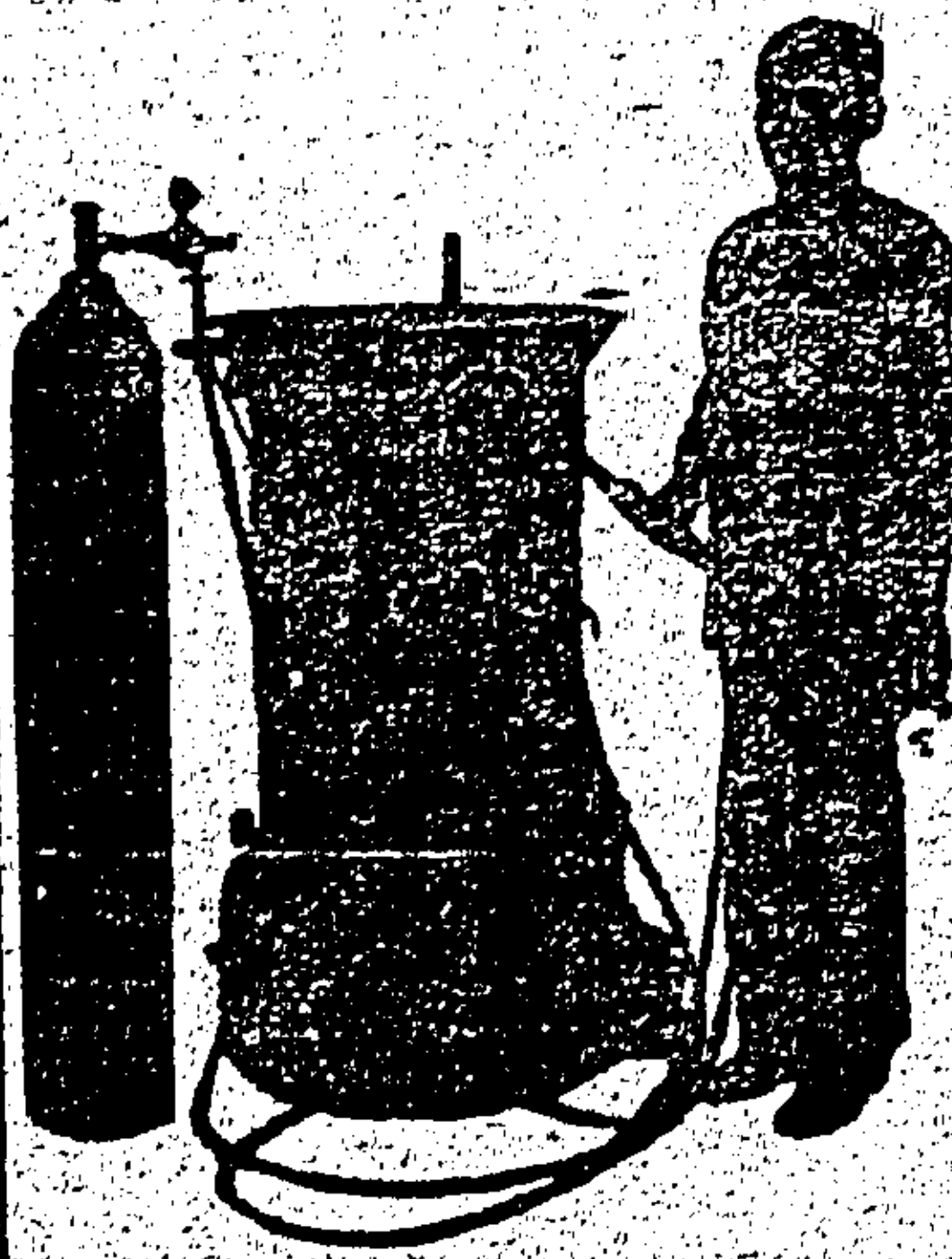
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THE TENNIS TOURNAMENT

YESTERDAY'S FIASCO.

TENNIS OR "PAT BALL"?

It certainly would be an inexactitude to state that yesterday's uncompleted match played off on the Stand Court between the Champion of Hongkong (Ng Sze Kwong) and the ex-Champion of the F.M.S. (Honda) came within the limits of local championship tennis. The most fitting description for the game would be to call it a game of "patball," a game in which the art of tennis was practically lacking. What is there interesting, or sparkling, in watching two players on the base line, tapping the ball (it cannot be called driving) one to the other in long rallies of anything from a hundred to 250 strokes in a rally, just waiting for one or the other to make a move and neither showing willingness to do so? "Patball" seemed interminable in the fourth set and the state of affairs that set commenced at 8 p.m. and only six games had been played when the match was abandoned just before 7 a.m., where as the three previous sets, only occupied 1 1/2 hours. The match dragged out its weary length the spectators (numbering anything from 1,000 to 1,500) must have been bored and tired with the exhibition.

Towards the end the players did exhaust the patience of the spectators for many of them vacated their seats in the Stand Court when the game of "patball" showed signs of going on and on. As these rallies terminated there were sarcastic cheers from the gathering and the only interest left to the spectator was whether the rally or that rally would be a record in so far as the number of strokes were concerned. The pity of it is that the Committee do not award a prize for the longest rally of the tournament. If such a prize were offered Honda, in particular, would take some beating.

As for a description of the game. There is practically nothing left to state, except to point out that Ng Sze Kwong took the first two sets, 6-4, and that the games stood at three all in the fourth when further play was abandoned owing to darkness. Probably, if the set had been played out Ng would have won the endurance test as he appeared to be in better form. In justice to Honda it must be remarked that he was suffering from cramp in his tennis arm which might have had some effect on his play. What the ultimate result of the match will be when it comes up for decision next Tuesday is hard to forecast. Play is to commence at 4.15 p.m. (let's hope the quarter of an hour extra will be sufficient). If Honda does not get the first three sets it is quite likely that the match will go the full five sets in which Ng Sze Kwong (with his characteristic patience) should win. Who ever wins let's earnestly hope that their tennis will be an improvement on that witnessed yesterday.

BILLIARDS.

"SAMARIA" DISPLAYS.

Members of the Samaria Recreation Club gave some interesting billiard displays during the tourist-ship's stay in the Colony. The first took place at the Kowloon Hotel, where Messrs. Holding and Skinner played a game of 600-up. The billiards throughout were consistent, and although no exceptionally big breaks were recorded, the display was a good one, and there was only 30 between them at the finish.

Another exhibition was given by three members of the Samaria Club at the E.A.S.M.A. Club, when they met three local players in games of 150-up. C. Earnshaw proved the only winner for the Ex-Servicemen's side, the Samaria representatives taking the other two games rather easily.

CRICKET.

KOWLOON 2ND XI. v. R.E.

The following will represent Kowloon 2nd XI. in this League match v. the R.E.s at Kowloon on Saturday at 2.15 p.m.: H. Overly (capt.), A. O. Brown, A. R. F. Raven, O. B. Raven, F. J. Edwards, W. L. Weaver, J. Fraser, A. J. Kew, B. Petheram, E. Savage and J. C. Long.

FUTURE OF PHILIPPINES.

ATTITUDE OF U.S. CONGRESS.

The Insular Affairs Committee of the House of Representatives decided on March 3rd to report favourably to the House upon the measure providing for the independence of the Philippines. The Committee's decision does not mean that the majority on that body are in favour of independence, but rather that they believe that the House should have an opportunity, if possible, of debating the question during this session.

The Bill has yet to be drafted, but it is certain in advance that it will contain provisions guaranteeing the payment of the bonds issued by the Philippine Government and reserving to the United States the right to maintain a naval base in the islands. It is, of course, in the highest degree unlikely that the House will pass the Bill, for the dangers which would attend the withdrawal of American protection at this or any time in the near future are very generally recognized. The Secretary of State for War, Mr. Weeks, as spokesman for the Administration, recently told the Committee that danger would arise from "external aggression, internal dissension, and from the financial condition of the Government."

The anti-American boycott, which was recently begun in the islands, is not regarded here as of great importance. It is directed, apparently, against American retail merchants, and the retail business of the islands is, to an enormous extent, in the hands of Chinese.—Times.

THE EXTRA RACE MEETING.

ENTRIES AND HANDICAPS.

The second Extra Race Meeting is announced for Saturday, the 19th inst., and Monday, the 21st. Following are the entries and handicaps for the first day:

1ST RACE.—TUPAC STAKES. 1 Mile.—J. M. D'Almeida Remedios's Jungle Cock, M. D'Almeida's What-to-do, B. Bato's Nestor, Messrs. Hosie and Cock's Wat-thuan, Mrs. Dyer's Raiman Bay, Mr. Dynasty's Pet Mouse, Messrs. Albert and Arnold's Cottongrass.

3RD RACE.—SECOND AGGREGATE STAKES. One Mile.—Mr. H. Birkett's Sunstar, Mr. Warrack's Washington, Capt. G. E. Oxspring's Bell Isle, Sir Paul's Magnificent Dahlia and Valiant Dahlia, Mr. Martin's Starland, Messrs. Dyer and Beith's Rotheray (late Ramsbury), Mr. Peta's Edenhall, Mr. A. H. Carroll's Fern Leaf, Mr. Dynasty's King Charlie and Spotted Sand, Hon. Mr. A. G. Stephen's Kupa and Benz, Mr. Arpa's Bluebottle, Messrs. Birkett and Mackie's Hartfield, Messrs. Ellis and Odell's Fall House.

4TH RACE.—CORHAM PLATE. From two mile post once round and in.—Dr. P. H. Kew's Mopoke, Mr. Relyon's Uncle George, H. M. H. Nemaze's Nataran, J. T. Bagram's Limonite (late Charn Dahlia) and Magnificent Dahlia (late Dahlia), Mr. Martin's Musketeer, Arizona and Jadestone, Messrs. Potts and Coroner's Mongolian Prince, H. and White's Barcelona (late Phigges), Messrs. Dyer and Beith's Grey Dragon, Mr. Topside's Mountain Loch (late Loch Katrine), Mr. A. H. Carroll's Silver Leaf, Mr. Jonathan's Peter Pan and Dick Whittington, Mr. Dynasty's King Pippin, H.E. Sir R. E. Stubbs's Gaudie.

2ND RACE.—TWINCKENHAM HANDICAP. "A CLASS." 1 Mile.—Benz 107lbs., Rotheray (late Ramsbury) 152, Kupa 161, Full House 153, Rialto Star 153, Substar 153, Washington 153, Valiant Dahlia 153, Edenhall 153, Starland 153, King Charlie 153, Rivergrass 153, Magnificent Dahlia 153, Yellow River 153, Startharar 153, Hartfield 153, Oak Leaf 152, White Rose 150, Mongolian Prince 150, King Johnnie 149, Langsat 147, King Pippin 147, Limonite 143, Bandicoot 144, What-to-do 141.

5TH RACE.—TWINCKENHAM HANDICAP. "B CLASS." 1 Mile.—Nataran 11. 161lbs., Mopoke 150, Silver Leaf 157, Magnificent Dahlia 150, Grey Dragon 153, Loch Rannoch 153, Mountain Hawk 153, Belle Isle 153, Arizona 151, Peerless Dahlia 150, Durian 150, King Canute 150, Bluebottle 150, Knockuh Leg 149, Musketeer 143, Duka 143, Speargrass 143, Manchurian Prince 143, The Wok 147, Pet Mouse 147, King Alfred 147, Wombat 146, Gaudie 146, Cottongrass 145, Jadestone 145, Golden Jubilee 145, Uncle George 144, Utinkso 143, Watthau 142.

6TH RACE.—CLAYGATE PLATE. Six Furlongs.—H. Birkett's Rialto Star, Dr. F. Kew's Mopoke, J. T. Bagram's Limonite (late Charn Dahlia), Sir Paul's Magnificent Dahlia, H. P. White's Yellow River, Messrs. Dyer and Beith's Loch Rannoch and Grey Dragon, Lady Sever's Duku and Langsat, L. Dunbar's Speargrass, Mr. Dynasty's King Canute and King Alfred, Mr. Goodie's The Wok.

7TH RACE.—ESHER HANDICAP. 1 1/2 Mile.—Spotted Sand 183lbs., Kupa 153, Rotheray 161, Benz 153, Sunstar 153, Full House 157, Rivergrass 157, Valiant Dahlia 153, Yellow River 154, Magnificent Dahlia 154, Mopoke 152, Bandicoot 152, Oak Leaf 151, King Johnnie 150, King Canute 150, Kennington 149, Grey Dragon 148, Durian 148, Barcelona 148, Mountain Hawk 147, Limonite 147, Manchurian Prince 145.

EXCHANGE CASE JUDGMENT.

TO BE DELIVERED ON FRIDAY.

His Honour the Chief Justice (Sir William Rees-Davies), was to have delivered his considered judgment in the Supreme Court yesterday in the civil action known as the "Exchange Case." The action relates to a claim by the Bank of East Asia, Ltd., against Mr. Mody, a well-known local exchange broker, for \$72,000 odd, Mr. Mody having acted as guarantor in a dollar sterling transaction in which the Banque Industrielle (which failed) was concerned.

Yesterday it was announced that the judgment would not be delivered until Friday next, as Mr. Eldon Porter, K.C., had been briefed for attendance at the enquiry being held at the Harbour Office into the stranding of the ss. *Huang Shan*.

BOAT WOMAN DECAPITATED.

HARBOUR MISHAPS.

As the ss. *Quaker*, a Dutch vessel from Manila, was making for No. 2 Pier, Kowloon Wharf, yesterday morning, a small fishing boat was drawn towards the ship's side by the action of the stern propeller. The boat immediately capsized and its occupants, a man and a woman, were thrown into the water. The woman was rescued but the man was decapitated, her body being subsequently discovered.

Earlier in the morning a cargo junk was run down and sunk by a launch near the Western Anchorage. No lives were lost.

H.M.S. "BLUEBELL'S" NEW CREW ARRIVES.

The ss. *Helena*, which arrived here yesterday morning from Liverpool via Singapore, had on board 154 Naval ratings, including three officers. This total comprises the relief crew of H.M.S. *Murchell*, and a draft for vessels in the Yangtze anchorage.

YAUMATI SHOOTING AFFRAY.

INSPECTOR MURPHY'S STORY.

The three Chinese alleged to have been concerned in the Yaumati shooting affray on December 29th last again appeared before Mr. R. E. Lindsell at the Magistracy yesterday.

Mr. T. M. Hazlerigg (acting Crown Solicitor) appeared for the Crown.

The first witness was Cha Lam, the manager of a shop in Patrick Street, who resided at 218, Canton Road, on the second floor, in the rear cubicle. On the night of the affair witness was awakened by a man pulling the quilt off his bed. The visitor pointed a revolver at witness and told him to keep quiet. Witness was conducted to the middle cubicle. His hands were tied behind his back with wire. The man who took him to the middle cubicle, witness said, was not present in Court, but had recognised the robber at the police station, seriously wounded. Witness said that he recognised the second defendant in the dock as the man who came into the cubicle and demanded his keys. Witness did not identify the third defendant. Various articles of jewellery produced in Court were identified by witness as the property of his wife.

None of the three prisoners had any questions to ask. The first and second, however, stated that they were simply standing on the verandah whilst the robbery was going on.

Inspector P. Murphy, C.I.D., Hongkong Police, was the next witness. He said he was on duty in the charge room of Yaumati new police station at 8.10 p.m. on December 29th when he received information which led him to proceed immediately with Sergeant Kelly and a constable to 206D, Canton Road. Other policemen were picked up on the way.

Witness entered and went up to the first floor. Two constables were posted at the entrance to the first floor. Witness, with Sergeant Kelly and a constable (No. 229), then went up to the second floor. Sergeant Kelly and the constable were sent to the third floor landing. Witness returned to the first floor, and found that Sergeant Fender had arrived. Sergeant Fender was instructed to remain on the first floor.

Witness descended to the street, sent for reinforcements, and posted behind pillars, etc., such police as he had with him. A whistle was sounded, and the door of 206D, Canton Road, opened and two persons came out. The first was the third defendant and the second was a man who was not present in Court. The two people ran through the party-wall and down the stairs. Two others followed.

The first of the second pair was not in Court, but the second of the pair was the second defendant. These two also went down the stairs. All four were empty-handed. Then the first defendant came to the door and looked out. He turned back and went towards the front of the floor. As the second two dashed on to the landing, Sergeant Kelly called out "Don't move." Witness heard a shot fired from the direction where Sergeant Kelly was stationed. Sergeant Murphy himself then fired and hit the second defendant in the left side. The bullet went through the defendant and into the wall opposite. (This defendant, stated the acting Crown Solicitor, had nine bullet wounds on his body).

Continuing, Sergeant Murphy said there was general firing for a time. When it had subsided, witness went towards the verandah and called out in Chinese, "Put up your hands." On the verandah, with his hands up, was the first defendant. He said, "I have nothing."

Witness covered defendant whilst Sergeant Kelly searched him. He had no arms on his person. Witness then saw a tub between a bed and the verandah, and in it was an automatic pistol. Beside the tub was a file dagger. These arms were well within reach of a person lying on the bed. Witness then arrested the first defendant. On returning to Yaumati police station witness found that the magazine of the automatic contained four live rounds. The second and third defendants had already arrived at the police station. Both were wounded. In a pocket of the third defendant witness found a gold chain, a quantity of money and ten rounds of .38 revolver ammunition in a cigarette carton. Inspector Lannigan and Sergeant Kelly, then each handed witness a revolver. The ammunition found in the third defendant's possession was of the same calibre as the second revolver. The automatic pistol was in good working order, as also were the two revolvers. The first was loaded in all five chambers with cut-off Winchester-pattern .45 dum-dum bullets. In the second revolver were five expended shells.

After further evidence the case was adjourned.

THE "TAI LEE" PIRACY.

THEIR "FAMOUS STRONGHOLD" RAZED.

Our Canton contemporary reports that several hundred soldiers, under the command of General Li Fuk Lam, who has been charged with the task of suppressing banditry in the vicinity of Canton, made an attack a few days ago, on the bandit stronghold in Chongchow, which we take to be the village of that name in the Pui-yi district, near Whampoa, and burnt the place down. A number of bandits who are said to have participated in the piracy of the *Tai Lee* were arrested and taken to the General's headquarters at Honam, and it is believed that a number perished in the flames.

The account says: "General Li Fuk Lam had received instructions from the Generalissimo and the Governor of Kwangtung ordering him to arrest the bandits in view of the many petitions received by the two officials from victims of the gangs. The attack was wisely carried out. A small detachment of soldiers was first sent to watch the exits of the stronghold and then a large force marched toward the place, and opened fire on the bandits. The bandits returned the fire, and killed one soldier. After a few minutes' firing, the soldiers set the place on fire. Many of the bandits rushed out from the place and were immediately shot down, but those who did not escape were among the ruins of the burning buildings."

Investigations, it is said, established the fact that the pirates were members of a notorious gang which had participated in many outrages, including the *Tai Lee* piracy. The inhabitants of the surrounding district are greatly relieved, it is said, to learn of their extermination.

THE MAGISTRACY.

A BUSY MORNING.

A number of interesting cases were heard at the Magistracy yesterday morning. Both Magistrates—Messrs. R. E. Lindsell and E. W. Hamilton—experienced a busy session, and throughout the afternoon the former was occupied with the second hearing of the Yaumati shooting affray, a report of which appears in another column.

FOUR MOTOR-BUS DRIVERS CHARGED.

Before Mr. Lindsell were charged with manslaughter the two omnibus drivers who were concerned in the accident in the New Territories on Sunday last. They were remanded for a week.

A third bus driver was charged with failing to report an accident which occurred at Teun Wan and with stealing the bus takings, a sum of \$2.10. With him was charged a motor-car driver, who is alleged to have been driving the bus prior to the accident. Both men were remanded for a week. Mr. Watson appeared for the prosecution.

NONCHALANT STOWAWAYS.

Two Filipinos who were discovered aboard the ss. *President Lincoln*, when charged with stowing away, grinned heartily. The Magistrate rebuked them. "Don't laugh," he said, "this is not a theatre."

The stowaways said they did not want to come here at all. They desired to get to San Francisco. Three weeks' imprisonment each was their sentence.

AN UNWANTED BODY.

A Chinese was charged with dumping his mother's remains on the public roadway. His excuse was that he possessed neither friends nor relatives in the Colony, and was too poor to pay for a proper burial.

"You are a bad son! May your mother's spirit come back and haunt you!" declared the Magistrate, in imposing fines amounting to \$80.

MAGISTRATE PUZZLED.

When a number of summonses issued by the Sanitary Department in regard to alleged contraventions of the Building Ordinance were called, Mr. C. A. S. Russ, appearing for the defendants, contested the Sanitary Department's right to bring the summonses against his clients.

"You should not be too sure on that point," remarked Mr. Hamilton. "I have never yet discovered where the Sanitary Department ends and where the Building Authority begins."

The hearing was adjourned for a week.

THE STRANDING OF THE
"HEUNGSHAN."COURT OF ENQUIRY OPENED.
WAS THERE A LIGHT ON JUNK
ROCK BUOY?

PILOT COUNTERMANDS CAPTAIN'S ORDER.

A Court of Enquiry into the stranding of the s.s. *Heungshan* on the night of February 28-29 was held at the Marine Magistrate's yesterday at the request of Capt. R. D. Thomas, master of the vessel.

The following were the members of the Court:—Lieut. Comdr. Conway Hake, Lieut. Comdr. F. J. H. Dawson, Capt. W. Davison, Capt. P. Goings and Capt. J. H. Woolcott.

Mr. G. K. Hall Brutton, Solicitor, appeared on behalf of the China Coast Officers' Guild, and Mr. Eldon Potter, K.C., barrister-at-law, represented the owners, the Hongkong, Canton and Macao Steamship Company.

THE PILOT'S EVIDENCE.

There were no opening remarks and the first witness called was the Pilot, Cheung Kuen Sun. He said he passed his examination as a licensed pilot on March 18th. He was the No. 1 pilot on the *Heungshan* on the night of the stranding. The Captain was on the bridge until the ship was through Cap. Sun Mun Pass.

PLENTY OF FOG.

Before coming to Chan Rock there was fog. Passing Tiger Island at 3 a.m. they met with fog. At 3.12 a.m. the Chief Officer told him to blow the fog whistle and then the Captain returned to the bridge. He asked what time they passed Tiger Island and at what time they altered course. He replied by the first case 3 a.m. and in the second 3.12 a.m. He informed the Captain they should reach Blake Point at 3.12 a.m. They slowed down, and later the Captain remarked that they had better anchor. The witness expressed a fear of pirates and suggested that if they could see Blake Point they had better alter course. At 3.25 a.m. they passed Blake Point. He continued to use the usual fog signals. The weather was patchy. He altered course and the Captain telegraphed for full speed. They then proceeded past Tai Pan Light at 4.15 a.m. He saw the clock at Tai Pan and he could see that it showed 20.6 inches. He passed within 150 to 200 feet of the clock. He later saw First Bar Island and altered course to proceed to the Iron Gate. He then heard a fog signal and later saw the lights of a ship ahead. He could not distinguish the ship. Passing through the Iron Gate they proceeded slowly. He again altered course to W. by S.W. He carried on that course for three minutes and then altered course to S.W. by W. when he saw a familiar landmark and altered course to S.W. by S.W. He proceeded on that course until they got to Tai Shuk Tau where he suggested to the Captain that they should anchor as he thought it was clear of pirates. He waited for the Captain's answer. The Captain at the time was talking to the Chief Officer. He altered course to S.W. by S.W. The usual course was S.W. by S.W. His reason for altering course to S.W. by S.W. was that the ship was past the usual spot for pirates.

CAPTAIN'S ORDER COUNTERMANDED.

Witness was in the wheel-house at this time and the Chief Officer informed him there were three sampans in front of the ship. A little later the Chief Officer told him there were other boats ahead, and he replied: "It is a buoy." The Master gave an order to starboard the helm.

Mr. Brutton: Did you do anything then?—I told the quartermaster to port the helm.

What was the reason?—We always pass the North of the buoy.

Continuing witness said that the Chief Officer at that time shouted out "Junk Rock Buoy." He gave the order to "port" before the Chief Officer saw the buoy.

At any rate, you countermanded the Master's order. Immediately you gave the order did the ship strike?—Yes.

Did the Captain give any order to stop the engines at that time?—Yes.

BRACING THE VESSEL.

After the accident the Chief Officer said he was going to get the carpenter to see if the vessel was making water. The ship was listing badly. She was making water and the Captain said they had better beach the ship. The Captain told him to put the telegraph "Slow ahead" and to put the helm "hard a-port." As the ship was being driven ashore the Captain told him to put the helm hard to starboard, the reason being to get her on to the sand.

Asked if he saw a green light or a light of any description on Junk Rock Buoy, the witness said he saw no lights on the sampans which he passed.

A QUESTION OF AUTHORITY.

Asked by Mr. Potter if it was customary for him to give orders as to the course, witness said it was.

Without consulting anybody?—Yes. "So that you were in virtual control of the ship?—Yes."

You countermanded the Captain's order. Who led you to believe that you were to have such authority on the *Heungshan*? It comes to this that the Captain gave an order, you gave an order and the quartermaster could choose what ever course he pleased?—Yes.

Can you tell me what, in your opinion, was the cause of the accident?—The first thing was the Rock showed no light.

When you got to Tai Shuk Tau you said: "If you want to anchor now this place is all right?—Yes."

How far would that be from Junk Rock?—About 5 minutes steering.

On what side of the river were you, North or South?—In the middle.

You could see both banks at the time?—No.

Could you see Shum Cho village?—Yes.

So that you would know that you were close to Junk Rock?—Yes.

If you were still in the middle of the river can you tell the Court how you got on to the Rock?—There was no light on the rock.

The question was repeated and witness said there was no light there.

ON THE WRONG COURSE?

If you were in the middle of the river you would not have hit that rock. I put it to you, pilot, that the only really possible explanation is that the *Heungshan* was entirely on her wrong course?—My course was in the middle of the river.

When you suggested anchoring at Tai Shuk Tau, was the weather so foggy then that you should have anchored?—At that time it was sufficiently clear to see.

You said in evidence that the Chief Officer shouted out "Sampans ahead" and you replied "Not sampans but a buoy." Did you see a buoy?—Yes.

Was that just before you struck the Rock?—A minute afterwards the ship stopped.

There was a ship immediately ahead of you?—Yes, they were passing.

How far was she ahead of you?—Over 200 feet.

What course was she on?—She was on the starboard bow.

She was nearer to the North bank than you were?—Yes.

LIGHT OR NO LIGHT.

I put it to you that there was a light on the buoy?—That night there was no light.

I put it to you, because I shall tender evidence to prove that there was?—That night there was no light.

Re-examined by Mr. Brutton, witness said that when the Chief Officer shouted out "Sampans ahead," and he replied that it was a buoy, witness said he was looking for the buoy and could see in his mind's eye.

The President: Did he see the buoy or did he see what he thought was the buoy?

Witness: I saw what I thought was the buoy before the ship struck.

In reply to Lieut. Comdr. Dawson, the witness said it was low water when the ship struck.

In reply to the President, the witness said that when the Captain gave the order to starboard the helm and he told the quartermaster to go to port, the course was not altered.

IGNORING THE CHIEF OFFICER.

Capt. Woolcott: Has it been your custom, since you have been a pilot, to ignore the Chief Officer?—When the Chief is on the bridge he is on duty and the pilot has authority to alter course.

And you paid no attention the Chief Officer?—Usually we pick our own course.

Do you obey the Chief Officer, or not?—Not always.

He chooses whether the Chief Officer is an efficient officer or not?—If he is a new hand I pick my own course; if he knows the river I pay attention to him.

Then he (the pilot) knows more than the master of the ship?—I can't say, in this case I usually pass North of the buoy.

THE CAPTAIN'S ORDER OBEYED.

Chung Wing, the quartermaster on duty at the wheel at the time of the stranding, said he obeyed the Captain's order to starboard the helm just before the ship struck.

Mr. Brutton: You mean you did not have time to port your helm as the pilot ordered?—As the Captain gave the order I could not obey the pilot at the same time.

How long after did the ship strike the rock?—Not long afterwards.

THE CAPTAIN'S EVIDENCE.

Capt. R. D. Thomas, master mariner and Captain of the s.s. *Heungshan*, said he had been 29 years and 6 months in the service of the Hongkong, Canton and Macao Steamship Company. He had been in command for 23 years and 6 months. On the night of the stranding he was in command. He saw the vessel through the Pass and then gave orders to be called if there was any change of the weather. He was awakened by the whistle, grabbed his overcoat and rushed on to the bridge and made enquiries as to position and later went and dressed and came back to the bridge. At Tai Shuk Tau the pilot said to him: "If you want to anchor now, this is the place."

Witness replied that as they could see both banks of the river they would carry on up the river to Tai Shuk, their usual anchorage. Shortly after passing Tai Shuk Tau they passed three sampans on the starboard side. Then shortly afterwards he saw what he took to be three or four sampans on the starboard bow.

He gave the order to put the helm a-starboard. The Chief Officer then went to the starboard wing and yelled out "J.C.—; its the Junk Rock buoy."

Immediately afterwards she struck. Witness then noticed the ship was swinging round and he gave the order "Slow ahead" and "Hard a-port."

The ship was listing badly and he gave orders for the grills to be thrown open and all the passengers brought upon deck. The Chief Engineer came on the bridge and said "You had better get her beached." I told him that was what we were doing, making for the North bank. When I thought we were touching the bottom I gave the order "Hard a-starboard," with the idea of getting her out deep water. I let go both anchors. We got the lower deck passengers up from below and soon afterwards a number of sampans came out from the bank. We hailed them but they continued to approach, so I drew my revolver and fired one shot into the air. The sampans then stopped. We got the boats swung out ready in case they were needed and everything was done to make the passengers comfortable.

The *Kwangai* then came alongside and at daylight we started transferring the passengers. I would not allow the Europeans to leave the ship until all the Chinese had been transferred. It was much easier to explain to them that they were quite safe. They were all transferred without the slightest accident, thanks to great assistance of the Chief Officer, the Second Officer, the tallymen and the Comproder. The *Honam* passed down about 10 o'clock and I put a letter on board asking the Secretary to send up a salvage party. About 2 p.m. H.M.S. *Yoth* came alongside and Capt. Brook Smith very kindly sent a wireless message to Hongkong asking for the salvage party to be sent as soon as possible.

On the Court resuming after tiffin, Capt. Thomas continued to give evidence. In reply to Mr. Brutton he said that the *Heungshan* had about 600 passengers on board and from 70 to 100 of a crew.

Mr. Brutton: From Tai Shuk Tau to Junk Rock the course usually is S.W. by S.W. When did you notice that this course was not kept?—Some days later.

What were you concentrating on this particular night?—As always in rain and fog, on objects looking into the compass is blinding and the actual steering and setting of the course is left to the pilot.

He had had many years' experience under me as Quartermaster in the *Pak Shan*, and he came with me to the *Heungshan* in 1907. Later I made him No. 2 pilot; in 1914, No. 1 pilot. With such a man I concluded he was a safe man. I checked him many times by looking at the compass.

What orders did you give?—Starboard. Capt. Thomas threw out his arm so signally what he meant, explaining that he always put out his arm so as to make sure that there would be no doubt as to his meaning.

When did you know that your order had been disobeyed?—24 to 28 hours afterwards. The pilot then told me that he had given a contrary order.

Why the order to starboard?—To miss the sampans. Had my order not been countermanded we should have missed the sampans one of which was the Junk Rock buoy. Immediately I learnt that one of them was Junk Rock buoy I should then have put the helm hard a-port, ordered starboard engine full speed astern and the odds are we should have cleared the Rock. By the time I realised that we were at the buoy it was right under the bow.

CAPT. THOMAS SEVERELY CROSS-EXAMINED.

COUNTERMANDING OF ORDERS NOT REPORTED TO THE COMPANY.

In reply to Mr. Brutton Capt. Thomas said he saw no light. The look-out man reported no light. If he had seen the light he would have put the helm hard a-port and they might just possibly have cleared it to the North.

Did you hear the pilot give the order for "hard a-port"?—No, had I done so there would have been fireworks on the bridge. (Laughter.) I have invented a thing like this that all our ships have adopted. They are too little discs moving on the bridge which show the way the helm is moving.

You believe that the Quartermaster tried to obey your order and then tried to—in fact he certainly did—obey the pilot?—He tried to obey the first; as to the second order I am certain he did; otherwise she would not have swung round to the North.

Cross-examined by Mr. Potter: That was a matter of very great importance?—Yes.

Have you ever reported to the Company this fact of the countermanding of orders?—No.

I put it to you the Company never knew of this until this morning?—Because I had already asked for a Court of Enquiry and I knew the whole thing would then be sifted. Mr. Arnold, the Company's Secretary, wrote to me and said the Directors had given orders that I was to ask for a Court of Enquiry. I immediately wrote back to the Harbour Master asking for the Court to be held.

Do you suggest that you did not know of this countermanding of orders until after sending in your report?—Yes.

Then I put to you that it should have been your duty to have done so?—I don't agree. It was coming before the Court. Why should I?

Mr. Potter: First, because the ship belonged to the Company and, secondly, in your own interest, you should have done so.

Witness: The report that I sent down to Mr. Arnold was written immediately after the occurrence and it is my actual experience and, therefore, I said to myself, when I heard of this countermanding of orders, the best thing I can do, both in the interests of the Company and myself is to leave it in the hands of the Court and leave them to draw it out. I have no other reason than this: that the best plan was to leave the whole thing to independent judges.

If you had known of this countermanding of orders would you have included it in your report?—Yes; certainly.

I put it to you that it was your bounden duty to report it to the Company as soon as you heard it?—I don't know about that.

Well, it would have given them an opportunity of sifting it? What opportunity have they of sifting it now?—You have the men sitting there.

I put it to you that it was your duty to have included it in your report if you had known about it?—Not if the report had already been made out.

You thought your duty was done?—Yes, sir.

You said that you were in the habit of checking the course of the pilots by looking into the compass frequently?—Very frequently; but as I remarked, when we get to the narrower parts of the river very often the course is following the curves and therefore not a set course for any length of time.

You could see the South bank was close and that the North bank was distant?—That is as it should be. We should always be nearer to the South bank.

If you carried on the course you were on, do you think you would have passed Junk Rock?—I now know that we should not have passed.

I put it to you that you were out of your ordinary course?—I realised that afterwards, or else we should not have been there. We were out too much towards Junk Rock.

Why is that?—Because whenever the tide is following you up it sets you into the South bank. We try to keep out.

When you saw Shum Cho village, didn't you realise that you were out of your ordinary course?—No, sir.

I put it to you that you should have realised it?—On a river like the Canton River you have not got the both banks showing up like the Wing On building. It only means by seeing the banks that you can see a black defined line.

Now I rather gather from you that you attribute the accident to the fact that there was no light on Junk Rock?—Absolutely.

The ship that came after you was the *Kwangai*. Supposing Captain Haycock was to tell the Court that there was a light there?—Undoubtedly, because he followed 14 hours afterwards and the light-keeper had time to trim the light. I am perfectly willing to admit the light was there afterwards.

Did the ship in front see the light?—That I don't know.

Would you object to this Court enquiring as to that?—No, sir.

Well, I will tell you frankly that we have made no so far, but I am not going to put the result of those enquiries before the Court as we are not in a position to call the Captain.

You agree that the light was lit when the following ship came on the scene?—Yes. Captain Haycock tells me it was.

Assuming that the *Kwangai* did appear on the scene 40 minutes after you struck, it means that the light-keeper must have come out and attended to the light?

Captain Thomas explained that the light-keeper would have had plenty of time to trim the lamp after the *Hung-shan* had struck.

Was the light re-lit after that?—I won't say that it was out; he might have come out and trimmed it.

I also put it to you that you were too close to the steamer ahead of you?—No, sir.

Moreover, that the vessel in front obscured your view?—No.

Well, you were well out of your usual course?—Not to my knowledge at the time.

What was the state of the tide?—We thought it was ebb, but we found it was flow.

What speed were you going?—Eight knots an hour.

Witness went on to say that no man could tell the state of the tides in the Canton river within an hour and a half. Have you ever known the light to be out before?—No. It is very dim at times.

I put it to you that you realised that you were out of your course at Shum Cho village?—Why?

Because you should have known?—Have you ever been in your drawing room at night time, and have you never lost your bearings and bumped against a chair or the corner of a table—a room that you walked in hundreds of times? If so, you realise what it is like on a dark night on the river. You have to remember that it is only a matter of feet to put you on the rock.

I put it to you that you have a system on board the *Heungshan* of allowing the pilot to set the course, otherwise this accident would not have occurred?—No, sir. On a dark night he is the only man that can do it. If I am looking into a compass I would be blinded and could not see the banks.

The witness, in reply to Mr. Brutton, said that the lamp trimmer lived at Shum Cho village, and added that he knew that he was allowed so much oil per month, and if the light trimmer could save a few cents on oil it was quite likely that he would do it.

In conclusion, Captain Thomas asked permission to make a statement, he said: I realise that I made a mistake in not taking statements from all the men after the accident as to the cause, but it all seemed so clear that I thought I was perfectly safe in leaving it without getting any written statements.

At this stage the Enquiry adjourned.

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OUR STOCK OF RACKETS INCLUDE

SPALDINGS 'EM' ...35.00

GOLD MEDAL ...33.00

TOURNAMENT ...24.00

SLAZENGERS 'IZ' ...35.00

PATERSON ...35.00

AND THE

LAKESIDE ...15.00

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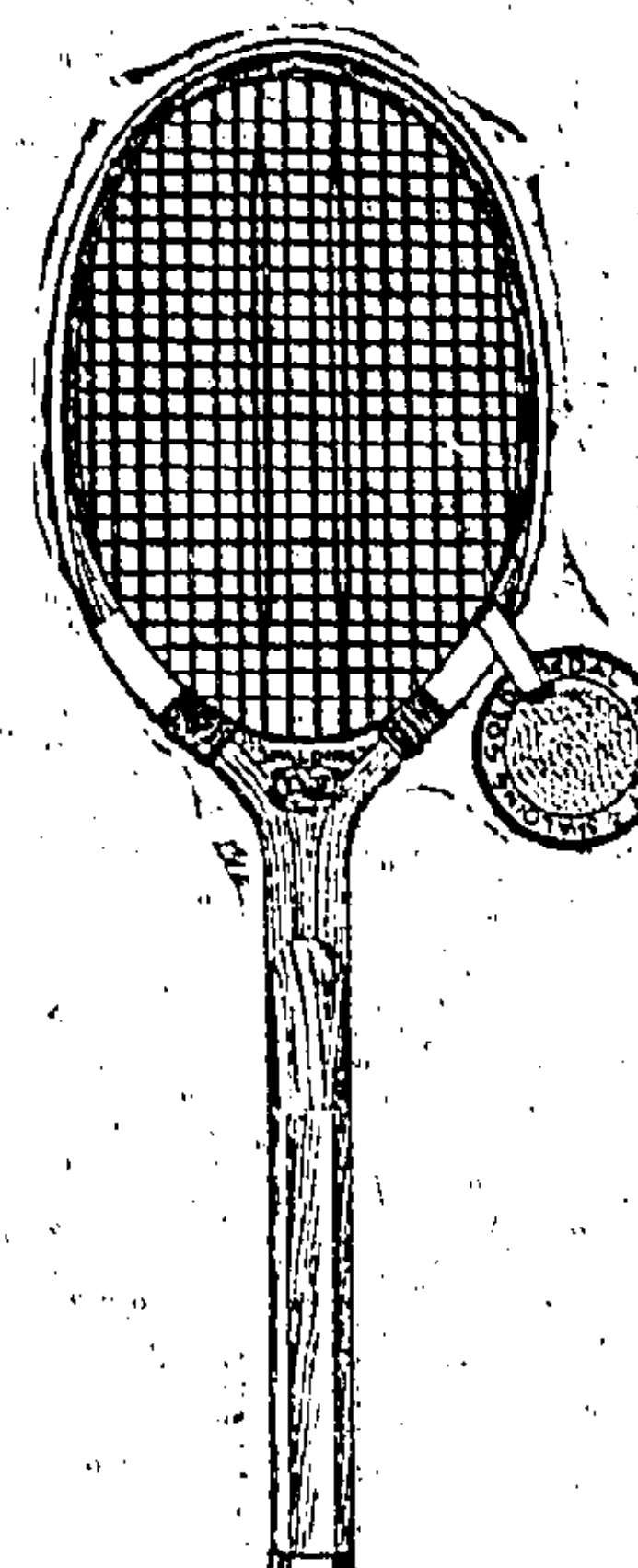
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35 cents will make 35 ozs. Syrup

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82, QUEEN'S ROAD CENTRAL, HONGKONG.

NEW ENGLISH RECORDS

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H.M. GRENADEIERS GUARDS

"THE SORCERER" SELECTION. IN TWO PARTS. (Sullivan.)
Introducing: PART 1—Eat, Drink and be Gay; When he is Here; Minuet;
John Wellington Wells. PART 2—Oh, Bitter Joy; You're everything I
desire; I rejoice; Happy are we.

HAWAIIAN INSTRUMENTAL QUARTETTE

3367 (BROKEN HEARTED MELODY WALTZ

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in the Latest Colourings.

MORROCCO CREPE

used by the Leading French Dressmakers.

EMBROIDERED

CREPES AND VOILES

in Dainty Effects.

PRINTED COTTON VOILES

in Many Interesting Designs.

NEW ADVERTISEMENTS

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE.

A MEETING of the CREDITORS of the Company will be held on the TWENTY-EIGHTH day of APRIL, 1924, at the Office of THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED, 11, QUEEN'S ROAD CENTRAL, VICTORIA, in the Colony of Hongkong, at Eleven o'clock in the forenoon, pursuant to the provisions of Section 181 of the Companies Ordinance, 1911.

At this Meeting the Creditors will be asked to determine whether an application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with myself, the Liquidator appointed by the Company, or for the appointment of a Committee of Inspection.

L. S. GREENHILL,
Liquidator.

THE HONGKONG LAND RECLAMATION CO., LTD.
Hongkong, 9th April, 1924.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 4257 for 300 shares BROS. COTTON MILLS LTD., in the name of Mr. EZRA ABRAHAM, of Hongkong, together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the undersigned.

ELLIS & CO.
No. 23 Lee House Street.

THE HONGKONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY, on SATURDAY 19th and MONDAY, 21st APRIL, commencing at 3 p.m. each day. The first will be run at 2.30 p.m.

The Charge for admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season Tickets to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. LINTHARD & DAVIS at \$5 each up to Friday, April 18th.

The Stewards invite the ladies of Hongkong to be present.

MACAO GOVERNMENT.

SALE OF ONE MOTOR BOAT AND THE POLICE LAUNCH "ALMIRANTE LACERDA".

NOTICE IS HEREBY GIVEN that on the 20th MAY next, at 2.30 p.m., WILL BE SOLD at the MACAO NAVAL YARD, the aforementioned Vessel, which are no longer suitable for the Naval service of this Colony.

HULL, ENGINES AND BOILERS OF THE POLICE LAUNCH "ALMIRANTE LACERDA" with the following characteristics: Hull with Plank, Frames and Keel in Teakwood.

Length overall, 90'10" — Beam 14'0". Maximum draught 8'3".

Engine "Compound" System complete with all Fittings. H.P. Cylinder 11" I.P. 22 3/16" Stroke 18".

Boiler Cylindrical—Length 10'0" Diameter 78". Speed 10 knots. Displacement—about 100 Tons.

MOTOR-BOAT with 15 H.P. Fay and Bowen Engine; Hull in China Pine, Frames in Teak.

Dimensions: 27'0" x 7'0" x 2'8". Speed: 8 knots.

The above boats can be inspected at the Macao Naval Yard any day and are to be sold under the present conditions:

The Tenders for the Boats shall be Sealed and sent to this Office up to the 16th MAY, 1924.

The said Tenders must be accompanied by a Remittance of \$500.00 for the Launch "Almirante Lacerda" and \$500.00 for the Motor-boat which will be returned to Unsuccessful bidders after the Auction.

The Balance of the Purchase Money must be paid by the Successful Bidder within 24 hours from the Acceptance, and the Boats removed within 8 Days.

OTHER MATERIALS considered unsuitable for the same Naval Yard, will be put up to Public Auction on the occasion, and the Removal of the same must be immediately after the Payment.

Sección de Administración, Contaduría de Marina, Colonia de Macao, 5 de Abril de 1924.

O. Chife da Seção.

CARLOS LUZ.

10th ten. da A.N.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer "HELENUS".

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf.

The Cargo will be ready for delivery from Godown on and after 6th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, when they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th April will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th April or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th April, 1924.

NEW ADVERTISEMENTS

EX-ACTIVE SERVICE MEN'S ASSOCIATION (1914-1918).

REMINDER.

MEMBERS are Reminded that the USUAL QUARTERLY GENERAL MEETING will be held at the Club Rooms, No. 17, QUEEN'S ROAD CENTRAL, at 8 p.m., on THURSDAY, APRIL 10th, 1924.

A Full Attendance is requested.

H. J. TIMPERLEY,
Acting Hon. Secretary.

SERVICO CONSULAR PORTUGUES.

NOTIFICATION.

NOTICE IS HEREBY GIVEN that a PUBLIC AUCTION will be held at this Treasury Office on THURSDAY, the 15th MAY 1924, at 11 a.m., for the sale of the OPIN MONOPOLY in Macao, for a period of three years extending from 1st July, 1924, to 30th June, 1927.

Particulars as to the condition of sale may be seen at the Portuguese Consulate in Hongkong and at this Treasury Office. Dated at the Treasury Office of the Province of Macao the 31st March, 1924.

(A) ANTONIO DE MEIRELLES,
Director.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONGKONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Office of Messrs. SUEWAN, TOMES & CO., St. George's Building, Chater Road, Hongkong, on THURSDAY, the 10th day of APRIL, 1924, at 12.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Half-year ended on the 31st December, 1923, and of electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th April, both days inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.

Hongkong, 27th March, 1924.

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST.

APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KAI, of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 00544, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00544, 00555, 00556, 00557, 00558, dated 2nd January, 1924, together with relative Transfer Books attached, have been LOST or MISLAIN; and NOTICE IS HEREBY GIVEN that if within Thirty Days from the date hereof No Claim or Representation in respect of such Original Certificates are made to this Company, we will then proceed to deal with such Application.

For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.,
EDWARD R. RAYMOND,
Secretary.

Hongkong, 3rd April, 1924.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 14th day of April, 1924, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND at Kennedy Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot: 1. Location: Kennedy Road. Area: 20.0. Annual Rent: 138.00. Use: 604.

At per acre plus, 20.0. Annual Rent, 138.00. Use: 604.

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INTIMATIONS

NOTICE OF REMOVAL.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. has This Day TRANSFERRED its Office to No. 11, QUEEN'S ROAD CENTRAL (2nd Floor), (Entrance: Ice House Street).

L. S. GREENHILL,
Acting Secretary.

Hongkong, 7th April, 1924.

PITMAN'S SHORTHAND.

AT THE ITALIAN CONVENT, 25, CAUSEWAY, A Course for Beginners, starting on the 15th INSTANT. Theory and Special Classes proceeding.

FOR SALE.

3000 H.P. POWER PLANT.

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(A) Four "Mond" Gas Producers capable of generating 400,000 cubic feet of Gas per hour of 140 B.T.U. per cubic foot complete with Washers, Cooling Tower, Scrubbers, Centrifugal Cleaners, Blower Motors, Piping, etc., Coal Elevator and Charging Plant.

(B) Two "Cockrell" Horizontal 4-cylinder Tandem Double Acting Type Gas Engines, 1,000 H.P. each and Two same type 2-cylinder Engines of 500 H.P. each, all the above made by Richardson & Westgarth & Co., England. Engines complete with Air Starting Plant, Electric Ignition, Water Cooling Pumps and Motors, Turning Gear, Motors, etc.

(C) Two Dynamos by Dick, Kemp & Co., England, having an output of 750 K.W. each at 250 volts when driven at 120 revolutions, also Two Similar Dynamos of 375 K.W. each, complete with Switch-boards, and Instruments, etc.

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The TAIKOO DOCKYARD & ENGINEERING CO., of HONGKONG, LTD.
Hongkong, 25th March, 1924.

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Apply to—
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221, Kennedy Road.

TO LET.

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For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

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Machinery For Sale, New and Old in First Class Condition.

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Catalogues and Price-Lists on application.
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TO-DAY

AT 2.30, 3.15, 7.15 AND 9.15 P.M.

HENRY B. WALTHALL

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WATSON'S

FINEST

OLD BROWN

BRANDY

is Unsurpassed as a

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Exquisitely Mellow.

and of Fine Aroma;

Delightful to the

Palate.

(Blends Deliciously with

Watson's Dry Ginger Ale).

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants

Phone 618.

BIRTH.

ARNOLD.—On April 9th, the wife of Mr. G. H. ARNOLD, Bay View, Chatham Road, Kowloon, of a son. [615]

FUNERAL.

The funeral of the late Mr. SIX TAK FAN will take place on Saturday, the 12th instant, the Cortege leaving No. 21, Robinson Road, at 2 p.m. The Cortege will halt at about 3 p.m. in the vicinity of the University Football Ground, Pokfulam Road, for the purpose of friends paying their last farewell. [612]

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 10TH, 1924.

IDEALISM AND PRACTICAL POLITICS.

THE attitude of the Labour Government towards the problems of imperial defence has naturally excited much apprehension because, as one member of the House of Lords phrased it recently, "There are men associated with the Government and exercising varying influences over the Government, who, if they had achieved their object during the period of the war, would have effectually brought about the defeat of the Allies and the destruction for all time of the British Empire." What the effect of the action they advocated would have been is, of course, largely a matter of speculation, but we can, at least, exonerate them from any intention to destroy the Empire: they probably believe that the Empire would have been strengthened thereby. At all events, now that the Pacificists are in power, and have the responsibility of deciding questions relating to the defence of the Empire, we doubt whether any considerable number of people have been seriously perturbed by the action already taken and the declarations made by the Government in this connection. It can hardly be said that the safety of the Empire has been imperilled by the mere suspension—not yet the definite abandonment—of the Singapore base scheme. On the other hand, we have seen the Government commit itself to the immediate building of five cruisers, and in connection with

the Air Force we have seen the Government giving assurances in Parliament that the scheme of home defence, initiated by the Coalition Government in 1922 and carried on by the late Government, will be continued without any interference with the administration that existed when the present Government came into office.

The Government has accepted the scheme of gradual expansion and development of which Sir SAMUEL HOARE laid the foundations. But they are developing by "stages." The governing desire is to "prepare for peace." Lord THOMSON, the Secretary for Air, in explaining the Government's policy in this connection in the House of Lords recently said: "The common sense of this question is that for the present, and until general disarmament is possible, the policy of our country should be to make such preparations as would show the world that this country does not mean to be caught napping, and that we do not take our desires for reality." The Government, Lord Thomson said, took all the features of the home front into consideration, and recognized that aviation had introduced a new form of war, which entirely altered the defence problem of Great Britain and deprived us of our first line of defence on the sea. They knew perfectly well that the people of Great Britain would never countenance a Government which neglected to take proper precautions against a repetition of the horrors of the air raids during the war. Lord HALDANE explained the policy of the Government as being "to keep armaments in a state of efficiency until other nations are willing to co-operate in the great policy which the Prime Minister is pressing at this very time for getting rid as quickly as possible of the tremendous burden which weighs down the nations to-day." In this, idealism is united to common sense. The Government's aim, in short, is to work for the principles which form the Covenant of the League of Nations: they are reluctant to accept armed force as the dominant factor in human affairs; they are pacifists in the sense that they deplore the folly and inanity of war and its utility. As the Air Minister put it in his speech in the House of Lords: "We may have to admit failure; but this endeavour is higher, more civilised and infinitely more practical than embarking on a race of armaments." There is nothing in such an attitude as is here presented to justify

CALBES.

LATEST CABLES.
[THROUGH BUREAU'S AGENCY.]
RECOVERY OF GERMAN
DEBT.

DAWES COMMITTEE'S REPORT.
PARIS, April 8th.
The official report of the Dawes Committee, with regard to the measures necessary to balance the German Budget and to stabilise the currency, while recognising that political considerations set certain limits within which a solution must be found, it is to have any chance of acceptance, emphasises that the Committee has been concerned with the problem of debt recovery, and not with the imposition of penalties.

GOOD FAITH ESSENTIAL.
As business men they consider it hopeless to build any constructive scheme except on a basis of good faith, and they submit their plan, relying on all parties carrying it out on such a basis.

The Committee arrived at the conclusion that there is no method of balancing the German Budget, temporarily or permanently, under the present limitations of Germany's fiscal and economic rights over part of her area. They, therefore, are compelled to base their report solely on the hypothesis that fiscal and economic unity of the Reich must be restored.

ECONOMIC ACTIVITY MUST NOT BE HAMPERED.

The experts emphasise that their forecasts are based on the assumption that economic activity must not be hampered by any form of control organisation other than provided for in the scheme.

All existing measures hampering such activity consequently must be withdrawn as soon as Germany has taken positive steps towards the plan, such as establishing machinery by which assigned revenue will flow through Allied control.

Such measures should not be re-imposed except in a case of flagrant failure, when creditor Governments should determine the nature of sanctions.

The Committee propose the establishment of a new issue bank in Germany, or reorganisation of the Reichsbank as an essential agency for creating a stable currency.

NOTE ISSUE MONOPOLY.

The Bank will have a monopoly of the right of note issue in Germany for half a century; the present paper money to be withdrawn and replaced by a single uniform currency, namely, the new bank's bank notes. This currency will be kept stable in relation to gold but will not be convertible. At the commencement, it will be protected by a reserve of 33 1/3 per cent. and other liquid assets.

The reserve will be held largely in the form of deposits in foreign banks.

The Bank will be the fiscal agent for the German Government, and will be allowed to make short term loans to the Government, but the amount and character of such loans will be carefully limited and safeguarded.

The relations of the Reparations Commission to the Bank will be those of a private client.

The Bank will have a capital of 400 million gold marks, of which 200 millions will be subscribed in Germany and abroad, and the remainder will be issued in the purchase of real property from the Reichsbank.

PAYMENTS FOR ALL PEACE TREATY CHARGES.
The whole of the schedule payments will begin to run only as from date.

Germany regains full economic and fiscal sovereignty in her territory, and payments will be available not only for reparations, but for all peace treaty charges, and the interest on any loan.

CONTROL OF RAILWAYS.

The railway company (to have control of German railways for 50 years) will be administered by a board of eighteen members, half of them to be nominated by trustees appointed by the Reparations Commission.

The Managing Director will be a German, but a foreign commissioner will be authorised to take measures if service bonds cannot be assured.

The Reich should provide five milliard gold marks in debentures in industrial concerns, carrying interest at five per cent.; to be administered by the Reparations Commission's Trustee.

THE FLIGHT OF THE MARK.
HOW GERMAN FINANCIERS RIGGED EXCHANGE.

PARIS, April 8th.
The report of the McKenna Committee, which has been enquiring into the flight of German capital, estimates the value of German capital abroad at the end of last year at between 5,700 million and 7,800 million gold marks, making, with half a milliard foreign money held in Germany, a grand total of eight milliards.

The report states that the principal method of acquiring foreign capital was by negotiating paper marks abroad. It declares that enquiries at the principal German banks, assisted by chartered accountants show that the Germans thus made a profit of seven to eight milliards.

The report enumerates other methods for the export of capital, like the sale of merchandise securities and bullion bills of exchange.

PROPOSALS TO PREVENT FLIGHT OF CAPITAL.

In order to stop the flight of capital, the report recommends the abolition of the cause, namely, a definite cessation of inflation.

It attributes the flight of capital principally to the failure to balance the Budget, causing capitalists to translate money into foreign denominations in order to avoid loss through depreciation of their currency.

The report declares that the flight was accentuated by the attitude of the German people towards the payments Germany was called on to make to her war creditors.

The McKenna Committee refers to the recommendations of the Dawes Committee for establishing German money on a stable foundation, thus facilitating the return of a large amount of German wealth—which is abroad—to ordinary commercial channels, and proposes, for the period of transition, that persons liable to penalties under the existing law should be pardoned, and advantages offered to Germans who subscribe to loans in foreign currency.

NEW ITALIAN CHAMBER.
GOVERNMENT'S COMMANDING POSITION.
ROME, April 8th.
The new Chamber consists of the Government Party numbering three hundred and seventy-five against one hundred and sixty representing eleven other Parties. The Populists now number forty, having lost sixty-six seats. The Democratic Socialists are now twenty-five strong, having lost fifty-seven seats.

KING GEORGE OF GREECE.
IMPASSIONED DEMAND TO BE RESTORED.

ATHENS, April 8th.

In an impassioned despatch to the Greek people, the exiled King George demands to be restored to the Monarchy. He declares that the violent suppression of the principles on which the State is founded impels him to protest against the injury committed against the nation and to demand the free exercise of the rights and duties of Royalty laid down in the Constitution.

FAMINE IN OMSK.
MOSCOW, April 8th.

Eighty thousand people are reported to be starving in the Omsk Province.

EARLIER CABLES.

UNIONS MOVE QUICKLY.
LONDON, April 8th.

The shipbuilding unions have suspended the whole 1,200 members of the three recalcitrant branches at Southampton.

The halting of the remainder is proceeding.

HUNGARY'S FINANCE.
LONDON, April 8th.

The League of Nations has appointed the Bostonian financial expert, Mr. J. Smith, as Commissioner General for the Financial Reconstruction of Hungary. Mr. Smith participated in the organisation of the Chinese Consortium.

LATENT CABLES.
"THE KIEFF TRIAL."
FOUR DEATH SENTENCES.

MOSCOW, April 8th.

This trial has been concluded at Kieff of a number of well-known local intelligentsia, mostly Social Democrats on a charge of treason. The following sentences were delivered:—Tshebakov, Yakovlev, Inosky, and Madame Vinogradova were sentenced to death, the two brothers Vasilenko, also Tshelonsky, Smirnov and Telypko received ten years' imprisonment, Anna Kapoustrinskia seven years and the remainder five years. The condemned people have the right to appeal within forty-eight hours.

EARLIER CABLES.

FRENCH WIRE TO RUSSIA.
PARIS, April 8th.

M. Poincaré has telegraphed to M. Chicherin declaring that French public opinion gravely fears that the Professors implicated in the trial at Kieff will suffer the death penalty, and that their loss would be a cause of great sorrow and be regarded as a diminution of the world's intellectual patrimony. The French Government has asked the British and Italian Governments to make a further appeal.

AFTERMATH TO GOVERNMENT DEFEAT.
ALTERNATIVE BILL PASSES
SECOND READING.

UNEMPLOYED A PUBLIC CHARGE.

LONDON, April 8th.

The House of Commons opened very dull, the benches being sparsely occupied, and there was no sign of yesterday's dramatic events until, replying to Mr. Baldwin, Mr. Ramsay MacDonald stated that the Government's Evictions Bill could not be again introduced this session, but the Government thought it possible satisfactorily to amend the Bill introduced by Mr. E. D. Simon (Liberal), which passed its second reading last night, the passage of which the Government could facilitate after it was satisfactorily amended. The Government had not abandoned the proposal to make assistance to the unemployed a public charge, but "public funds" would be local funds.

LATER.

The Simon's Bill aforementioned is almost identical with the Government's Evictions Bill, except for the clause on which the Government were defeated.

SAFEGUARDING OF INDUSTRIES ACT.
LONDON, April 8th.

In the House of Commons, Mr. Sidney Webb, President of the Board of Trade, stated that the Government had decided not to introduce legislation extending the duration of the provisions of part 2 of the Safeguarding of Industries Act, providing duties to meet the case of depreciated currencies, which will accordingly lapse on August 10th. (Liberal and Labour cheers.)

The Government, he added, had carefully considered the report of the Committee, recommending a duty of 33 1/3 per cent. on lace embroidery and silk, but did not propose to ask Parliament to impose the duties. (Ministerial cheers.)

SOUTH AFRICAN POLITICS.
LOYAL SPEECHES ABOUT THE PRINCE.

CAPETOWN, April 8th.

In the Legislative Assembly, the Nationalist leader, General Hertzog, said he hoped that the announcement of the postponement of the Prince of Wales' visit was not equivalent to saying that the Prince of Wales would not come at all. (Cheers.) He said he hoped that he was voicing the feelings of all sections when he said that if the Prince of Wales visited South Africa in the future he would be greeted with that respect and warmth worthy of his high position and the South African people. (Cheers.)

"VERY ROYAL WELCOME."

The Premier, General Smuts, replying, said that the Prince of Wales was assured of a very royal welcome from every shade of opinion. It was only the proprieties of the case that had induced the Government to advise him to postpone his trip during an election turmoil, and he hoped that the invitation would be renewed when the elections were over.

FRENCH TURKISTAN REVOLT.
INSURGENTS SUPPORTED BY POPULATION.

RIGA, April 8th.

It is reported from Moscow that a fresh revolt has broken out in Turkistan. The old revolutionaries have been reinforced by well-armed forces, including 25,000 well-organised cavalry, and also by artillery.

The insurgents are everywhere being supported by the population.

The Soviet Government are despatching considerable forces.

HOME FOOTBALL.
FIRST LEAGUE MATCHES.

LONDON, April 8th.

Cardiff, 2; Tottenham, 1.

Sheffield U. 3; Notts County, 1.

LATEST CABLES.

U.S. "GRAFT" CHARGES.
GREAT FALLS, April 8th.

The Federal Grand Jury have indicted Senator Wheeler with accepting a retaining fee for his influence in granting oil and land permits after he became a Senator.

WORLD CHESS.

NEW YORK, April 8th.

In the sixteenth round of the International Chess Contest Doctor Lasker beat Reti, Tartakower beat Janowski, Alekhin drew with Edward Lasker, and Capablanca drew with Marshall.

EARLIER CABLES.

CITY OF PESTILENCE.
HONDURAS' CAPITAL STEWEN WITH DEAD.

WASHINGTON, April 8th.

Advises received by the State Department depict a serious state of affairs in the capital of Honduras. The ground on the outskirts of the city is strewn with dead, and typhoid and dysentery are raging. No attempt is being made to inter or cremate the dead. The city is still besieged, and there is considerable hand-to-hand fighting.

SEARCHING FOR MINERALS IN SOUTH CHINA.

MR. J. A. RUSSELL'S EXPERIENCES.

The following is an extract from evidence given by Mr. J. A. Russell of Messrs. Russell & Co., who together with the Malayan Collieries are being sued at Kuala Lumpur by Mr. E. C. Peck who is claiming \$1,750,000 damages and interest thereon, alleging that this amount was profit which Mr. Russell and his firm wrongly made out of a deal with Malayan Collieries, owned by the Government of the U.S.S. last year that the value of a public utility undertaking is properly measured by the cost of its reproduction, or more elaborately, the cost of construction to-day at prevailing prices of material and labour. Yet the Council in its letter of January 18th this year asks the Company to accept a price based upon 15.354 years' purchase of the profits earned during the year 1922—less than £15,000,000—a view to avoiding "what may possibly develop into a long and costly arbitration."

Time does not permit of my going into all the arguments in support of our price nor in view of the possibility of arbitration it is desirable. Suffice it to say that the Council in this offer seeks to gain possession of the Company's undertaking at its highest state of efficiency at a price based upon the year in which the return on capital expended was at its lowest. The basis of maintainable profits is in itself manifestly unfair; the Company's profits have been limited by its agreement with the Council. The Council seeks to regard these profits as the net maintainable profits, it ignores the potential profit earning capacity of the undertaking. For, if the Council purchases, it will be the sole arbiter of the rates to be charged, and I think there is very little doubt that purchase will be followed by an immediate increase in water rates.

COUNCIL'S OFFER REFUSED.

We have refused the Council's offer; indeed, I find it difficult to believe that such a price could have been offered by a set of business men unless when they enter the Council room they get their ideas warped by the bureaucratic atmosphere tinged with an oriental influence and thus offer as is customary in the East at least half of what they are prepared to pay.

Well, Gentlemen, I am sure that the views of ratepayers are that an individual or a company should have no square deal. For six years we have been negotiating with succeeding Councils and while bearing agreement at times, you have only to refer to former speeches of the Chairman of this Company, the Council again and again changes its ground, and I cannot help feeling that the Company has not been treated fairly.

In our letter to the Council of February 22nd, we suggested a profit sharing arrangement in lieu of purchase, whereby the Council should participate in the profits earned after paying interest at an agreed rate upon the capital cost of the concern, the Company in return authorized to base its charges upon a meter tariff. An arrangement of this sort has been adopted in Alexandria (Egypt) and has much to commend it. We have this week received a preliminary reply from the Council in which no reference is made to purchase but it is stated that the Council is giving particular attention to this suggestion of the Company.

(Continued at foot of next column.)

CRIME AS A DISEASE.

Sir Harry Stephen, lecturing upon "Criminal Law" at University College on February 23rd, said it might be that crime was a disease, and was properly treated as such. That was not his opinion—in fact, he was so much of another opinion that the question did not interest him. In regard to insanity in murder cases, he said they might now hope that the labours of Lord Justice Atkin and his colleagues had provided a final solution of this vexed question.

SHANGHAI WATERWORKS.
MUNICIPAL COUNCIL'S OFFER DECLINED.

"BUSINESS IDEAS WARPED BY BUREAUCRATIC ATMOSPHERE."

At the annual meeting of the Shanghai Waterworks Co., Ltd., last week, Mr. H. Martin Little, the Chairman, made the following reference to the negotiations by the Municipal Council for the purchase of the Company's interests:—

I hope you have all read the record of the negotiations during the last two years which accompanied the Annual Report and Accounts. You will have seen that after consultation with a leading firm of Chartered Accountants in London we decided to base our price upon the value of the property and plant at the date of purchase. Accordingly a valuation was made by the Company's engineers assisted when required by expert advice, and we informed the Council that we were prepared to recommend the shareholders to sell the Company's "business and undertaking, etc." for the sum of £15,000,000 subject to certain conditions which are set forth in our letter to the Council of the 13th April, 1923, to which would have to be added further capital expenditure up to the date of purchase. We reserved the right to amend this price in the event of the Council being unable to agree and deciding to submit the matter to arbitration. At the Ratepayers' meeting held on April 19th last year a resolution was passed authorizing the Council to purchase, with an amendment whereby the Council should not exercise the authority until it should have further examined the financial considerations involved and should have taken the directions of a further meeting of ratepayers whether or not there should be a quorum of ratepayers present. The Council has since informed us that it is advised that it cannot exercise the power to purchase except with the authority of a special meeting of ratepayers at which a quorum is present, and that it may therefore be necessary to lay the whole matter *de novo* before the ratepayers at their next annual meeting.

I may point out that if the Council is unable to agree to the price named by us and decides to submit the matter to arbitration, it must, under the terms of our agreement, first give one year's notice to purchase and then, having given that notice, it must purchase whatever the result of the arbitration may be.

COUNCIL'S OFFER.

In September, last year, it was intimated that the Council's opinion the price to be paid should be based upon an agreed number of years' purchase of the net maintainable profits. We therefore decided to consult the best possible Counsel in England on the question and we obtained the opinions of the Right Hon. Sir John Simon, K.C., M.P., and Mr. G. J. Talbot, K.C., now Mr. Justice Talbot. Both Counsel supported our contentions. I had an interview with the Chairman of the Council and acquainted him with this and on December 12th we advised the Council in writing. We also drew attention to a decision of the Supreme Court of the U.S.S. last year that the value of a public utility undertaking is properly measured by the cost of its reproduction, or more elaborately, the cost of construction to-day at prevailing prices of material and labour. Yet the Council in its letter of January 18th this year asks the Company to accept a price based upon 15.354 years' purchase of the profits earned during the year 1922—less than £15,000,000—a view to avoiding "what may possibly develop into a long and costly arbitration."

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(Continued at foot of next column.)

"WHAT THE PUBLIC WANTS."

AUTHORS ON POPULAR TASTE.

"What the public wants—and why?" was the subject of a lecture and counter-lecture given at the London School of Economics on February 28th, by Miss Rose Macaulay and Mr. A. P. Herbert.

Miss Rose Macaulay, opening the discussion, said that most people had not the least idea what they wanted. Politically, they knew in a vague way that they did not want the politician. They wanted cheap things, no taxes, and as little Government interference as possible.

Editors had invited her to write on such subjects as "Why I would not marry a curate," "The cave man," and "Should clever women marry?" Those editors were sure that the public wanted that kind of stuff. She thought they were wrong; but there was a public who swallowed anything they got and never said what they did want, because they did not know. They did not cry out even against leading articles not even against the fourth leader in *The Times*. There was one exception. They did want, and demanded, "all the winners" (Laughter).

The majority of the public could be made to believe they wanted anything. All they wanted was a nice book, and if they saw "If Winter Comes" written in the sky by an aeroplane, they naturally thought it was a nice book. The same thing applied to plays. "The play was well received" was the one point on which the dramatic critics were agreed. The public would accept anything. There was no fixed standard of taste. "Look," she concluded, "at what we allow the broadening people to inflict on us, and I ask you to look at Wembley!"

Mr. Herbert contended that there was no such thing as the public, or rather that there were 50 publics. He had a greater faith in the public than Miss Macaulay had, and would lay down three principles:—(1) That the public was far more intelligent than one would think to look at; (2) that, generally speaking, the taste and intelligence of the public; and (3) that the public wanted a little of everything and the best of everything.

Life was short, and art was getting longer and longer. If *Back to Methuselah* were played as a *revue* in a single night, it might be more instructive, more entertaining, and more fruitful of purpose. He advocated more comic opera and less grand opera. There was no doubt that the public wanted films, but in their films they wanted more simplicity, less elaboration, more life, and a little less drama.

GERMANY'S SECRET ARMY.

4,000,000 MEN AVAILABLE.

The first number of "The Fighting Forces," a quarterly magazine for the Royal Navy, Army, and Air Force, edited by Lieut.-Col. F. E. Whitton, contains an article by a great French authority, General Fonville, dealing with the menace to France from Germany. He says:

"Germany has not disarmed. She eludes disarmament just as she eludes reparations. She has been able to launch at all times limitations and prohibitions of the Treaty of Versailles. She has duplicated her regular army, the Reichswehr, by a military police of 150,000 men. This Schutzpolizei (the Schupo) is composed chiefly of ex-officers and non-commissioned officers from the Imperial army. It is quartered in barracks and does military training. It is a nursery of cadres. Similar, too, is the Reichswehr."

A system of mobilisation is arranged by which the cadres can be filled up at any moment. It is camouflaged under all sorts of disguises. The whole is under a Great General Staff which has been reformed.

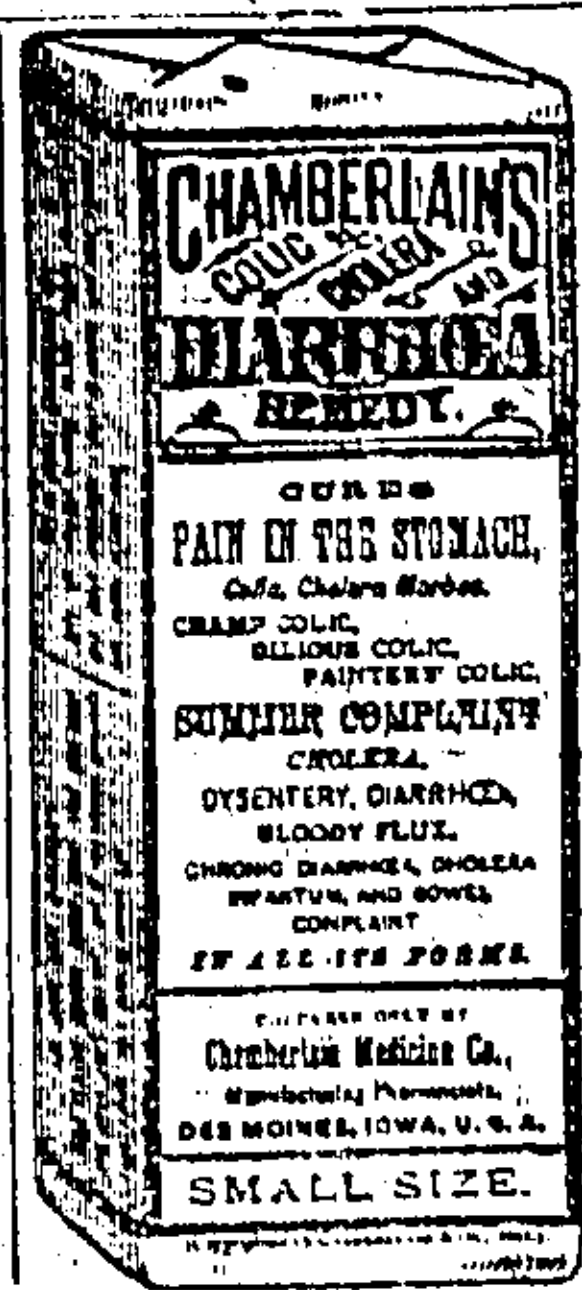
Artillery is wanting, it is true. But there exist means for turning it out quickly. We know from trustworthy information that the manufacture of guns could begin at the end of a month, and that only ten months would be required to equip the whole mobilised army of Germany.

Colonel Reboul, who is described as a very competent authority, is cited to the effect that Germany has now a mobilisable army of 4,000,000 men. General Fonville thinks that during the last year, when the activity of the Allied Commission of Control was paralysed, German industry could have produced the guns required. "France would be made," he says, "if in the face of such danger she did not busy herself with the question of her safety above all else."

Mr. Arthur Henderson, the Home Secretary, and Labour candidate at the Bursley bye-election, speaking in the division on February 23rd, said that all who valued world peace and desired to see international co-operation and good will must insist on the revision of the Treaty of Versailles.

"CERTAIN PRINCIPLES."

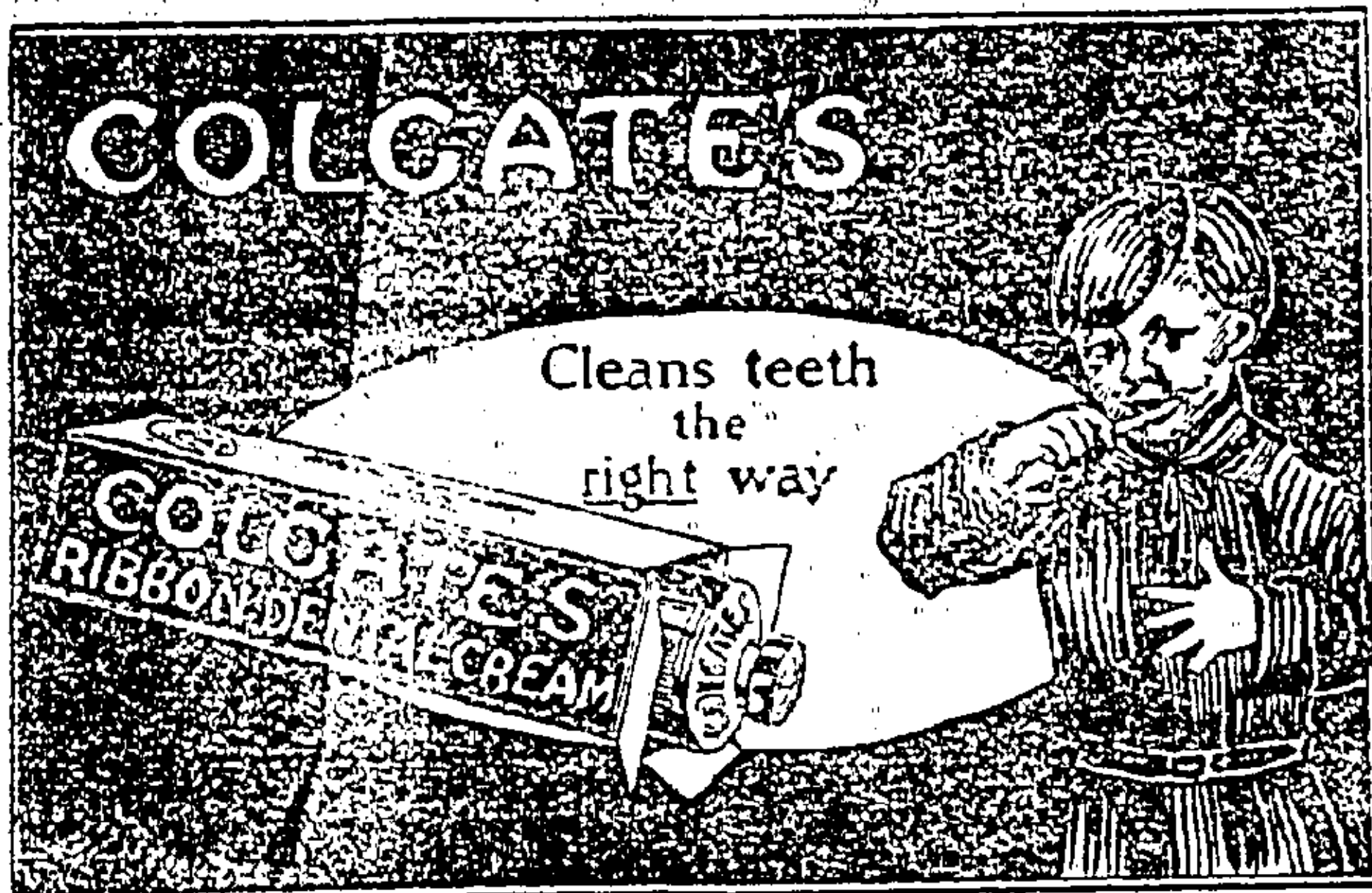
I am afraid I cannot at present give you further information. But there are certain principles put forward in the letter which we may not see our way to fall in with. The letter is couched in friendly terms and welcomes discussion and points open to difference of opinion and is a very great advance on previous communications. If we may take this as a forerunner of a new atmosphere in the Council's deliberations and as a token that they are now prepared to recognize the just claims of the Company, well, the Gentlemen, I think there is a very good hope indeed that this will really be the last time that your Chairman will have to make any reference to protracted negotiations, and the next time he addresses you, our differences with the Council will have long amicably and fairly settled to the satisfaction of both parties and the Company on a fair way to the prosperity it has long been debated from.



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WOMEN'S VOTES.

FRANCHISE AT 21.

A second reading was given in the House of Commons on February 29th to a bill which will add 1,500,000 women to the Parliamentary electorate in England, and Wales. Socialist detestation of property, however, must inevitably be dragged into a measure even such as this, with the result that its promoters have gravely endangered the chances which the bill has of becoming law. Not content merely with giving women the right to vote at the age of 21 on the same terms as men, the measure proceeds to abolish the business premises qualification and to make a number of other alterations in the law. The overhauling of the bill was responsible for practically all the opposition that was offered to it. Mr. W. M. Adamson, the Labour-Socialist member for Canmore, who introduced the proposal, recognised this, and offered to leave these things to the decision of the House. The bill was seconded by Miss Jewson, who affirmed that the experiment of admitting women to the franchise had been fully justified. Women, she said, had, as a result, shown an increasing interest in national and international affairs, and any fears that they would combine on a sex basis in opposition to men had been falsified.

From no part of the House did any direct opposition come against the principle of an extension of the franchise, but the Duchess of Atholl moved an amendment saying that before any action was taken the principle of a conference of members of all parties should be adopted, as was the case with the 1918 Act. She entered a protest against removing the qualification of the business premises, and giving the vote to tinkers. Sir Sydney Russell Wells, also, was sarcastic at the idea of the promoters endeavouring to secure drastic franchise reforms behind the shelter of women's skirts. Mrs. Winteringham said she supported the bill, but that legislation had been more humane since women had the vote, and that pettiest government had not been a sign of terror.

The effect of the bill was explained by Mr. Rhys Davies, the Under-Secretary for the Home Office. There are on the current electoral register of England and Wales 10,497,023 men and 7,891,071 women. The bill will enfranchise an additional 1,500,000 women, and women electors will thus outnumber the men. The number of men registered for a business premises qualification in the current register is 208,694, and these would be disqualified. It is evident that the Government view with some doubt certain of the proposals in the bill, but Mr. Davies said they favoured giving it a second reading, although he could give no promise that time would be found for its passage after it went through Committee. He regretted at this announcement was expressed from all quarters of the House, but Mr. Clynes, when pressed on the subject, would go no further. The suggestion of a conference was described by Mr. Clynes as futile. That was all right during the war, when party controversy was suspended, but he regarded such a course to-day as inappropriate. The solitary cheer he received was when he described the bill as overloaded with controversial detail. The central matter in which the subject was treated by Lord Hugh Cecil led Lady Astor to declare, amid great laughter, that the representation of the Universities needed looking into. She had only five minutes in which to speak. It was altogether too little for her to say all she would have liked, and the closure was moved while she was still on her feet. The division resulted in the amendment being negatived by 255 votes to 72, and the second reading was then agreed to.

GRETNNA MARRIAGE UPHOLD. BLACKSMITH'S STORY OF THE CEREMONY.

The Priest of Gretna, a blacksmith named Richard Nugent, who occupies the famous smithy there, described in the Court of Session at Edinburgh recently how in October, 1921, he "joined the right hands" of a young couple who came to the forge, and declared them to be husband and wife according to the law of Scotland.

The case was brought by William C. Grandi and Catharine Strachan Grandi, or Godes, to have it declared that they were legally married, and Lord Ashmore granted a decree of declaration of marriage and authority to have the marriage confirmed.

Mr. Grandi, aged 29, stated that he and his present wife in October, 1921, went to Gretna to be married. Nugent performed the ceremony in the smithy in the presence of two witnesses, and from that time they had regarded themselves as married persons.

He now thought it important to have the marriage declared and registered. Nugent, the blacksmith, stated in the witness-box that he was 50 years of age and was the Priest of Gretna. After identifying Mr. and Mrs. Grandi, he described the ceremony.

"When the parties came in," he said, "I asked them where they came from. They both said 'Edinburgh,' and that they had been resident there for 21 days. I joined their right hands together and asked the man: 'Do you take this woman whom you now hold by the right hand to be your lawful wedded wife?' He replied: 'Yes.' I then asked the woman: 'Do you take this man whose right hand you hold to be your lawful wedded husband?' and she said 'Yes.' I then declared them to be husband and wife according to the law of Scotland."

There is more inducement to sound morality in £20 in the bank than in all the Ten Commandments.—Canon Peter Green.

The whole of our civilization consists in reasonableness, in fair play, in kindly consideration one for another.—Mr. Ramsay MacDonald.

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"LONDON MARU"	Wednesday, 23rd Apr.
BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.	Wednesday, 18th Apr.
"CHICAGO MARU"	Sunday, 27th Apr.
BOMBAY via Singapore and Colombo.	Thursday, 1st May
"SHUNKO MARU"	Saturday, 19th Apr.
"AMAZON MARU"	Beginning of May.
BANGKOK, SAIGON via SINGAPORE.	Sunday, 13th Apr. 11 a.m.
"BUSHO MARU"	Sunday, 20th Apr. 11 a.m.
CALCUTTA via Singapore & Rangoon.	Thursday, 10th Apr.
"HAGUE MARU"	Wednesday, 16th Apr.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.	Wednesday, 16th Apr.
"BORNEO MARU"	Wednesday, 16th Apr.
"ANNA MARU"	Wednesday, 16th Apr.
"ALABAMA MARU"	Wednesday, 16th Apr.
NEW YORK via Japan Ports, San Francisco and Panama.	Wednesday, 16th Apr.
"HAWANA MARU"	Wednesday, 16th Apr.
JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.	Wednesday, 16th Apr.
"ALABAMA MARU"	Wednesday, 16th Apr.
"ANDES MARU"	Wednesday, 16th Apr.
KEELUNG via SWATOW & AMOY.	Wednesday, 16th Apr.
"AMAKUSA MARU"	Wednesday, 16th Apr.
"KAJO MARU"	Wednesday, 16th Apr.
TAKAO via SWATOW & AMOY.	Wednesday, 16th Apr.
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EMPIRE SHIPPING.
NEED FOR PROTECTION.

Instructive maps of the world, showing the countries of origin of all our most essential imports, the proportion of each commodity which comes from each source of supply and a striking chart showing the density of British shipping all over the world on a given day, was recently explained with many illuminating figures to representatives of the Press in London by Captain D. T. Norris, C.B., C.M.G., Director of the Trade Division of the Admiralty. Neither the new map nor the chart were specifically referred to, but were evidently in the background. The magnitude of the problem facing the Admiralty was staff is evident from the official statistics. The chart of merchant shipping shows that on January 1st of last year there were at sea on the various trade routes 2,789 British merchant ships of 3,000 tons and upwards, so that the task of the Navy in time of war is to give daily protection to that immense fleet. Some are entirely sea routes and pass near British territory—for example, Singapore, Colombo and Aden—some are flanked by powerful foreign Powers—as in the Mediterranean—and others pass through a single area controlled by a single Power—for example, the Panama.

The commodity chart prepared by the Admiralty to demonstrate to members of the Imperial Conference the dependence of Great Britain upon overseas supplies was of particular interest. Captain Norris pointed out that a vital area for the supply of some most essential imports was that between the east coast of Africa and the west coast of the two Americas. The following statistics show the percentage of total British imports of certain essentials derived from this particular area—Jute 97 per cent., tea 97 per cent., zinc ore 98 per cent., rubber 99 per cent., wool 99 per cent., nitrate 98 per cent., hemp 77 per cent., tin ore 71 per cent., rice 63 per cent., tin 57 per cent., lead 57 per cent., hides and skins 53 per cent.

"Supposing we were at war with the King of Siam," said Captain Norris, smiling, "he would, if we had not adequate naval protection, be able to control the whole of those supplies." The essential measure of protection required, he added, was a cruiser force capable of acting from a suitable base like Singapore.

Captain Norris quoted the following astonishing figures of the value of British trade at sea or in harbour on any day within the area, specified—Within the China area, £26 millions; within the Australian area, £50 millions; within the Indian area, £81 millions. Trade with India went backwards and forwards about ten times yearly, so that the annual value of that particular section of our trade was about £200,000,000. And a new cruiser cost about two millions," he added pointedly.

Dealing with the means of protection in time of war, Captain Norris pointed out that a distinct disadvantage of armed merchant cruisers was that the cream of the merchant fleet was taken away at a time when it was most required. A particular virtue of cruisers patrolling routes was the fact that they gave confidence to shipping.

WEMBLEY'S BATTLE FLEET.
"THE STORY OF A THOUSAND YEARS."

The Royal Navy is to be represented at the British Empire Exhibition in a manner unprecedented in the history of exhibitions. In that section of the British Government's pavilion which has been allotted to the Admiralty the whole story of the development and achievements of the Navy will be told.

A special water stage, 70 feet wide, has been erected for the display. On this indoor ocean real ships, accurately modelled in every detail, will take part in the most famous battles in our history. The first ships of the Navy and the first ships of the Mercantile Marine will be displayed side by side just as the modern ships of the Royal Navy and the modern steamships will be shown working together.

Two of the most important British victories in our long history, the Armada and Trafalgar, will be shown at the Exhibition in the very act of their achievement. It is unfortunately impossible to portray the Battle of Jutland in the same way owing to the immense area of sea over which this engagement was fought and the extremely complicated conditions of modern warfare. It has been decided, however, to illustrate the Navy's part in modern warfare by typical episodes of a naval action of to-day, and a supreme exploit, which will ever live in British naval history, the storming of Zebrugg is to be presented in full detail.

By seeing these spectacles in the specially-erected naval theatre of the Exhibition spectators will survey the whole history of the ship of war and of the merchant ship, shown in a procession of vessels, each of which is modelled upon its famous original from the 16th A.D. 1589, to the 19th A.D. 1920. And from the high reared, square-rigged merchantmen of the 16th century to the steam-driven steel cargo boat of to-day.

Submarines will also be exhibited in action, and the system under which the aerial wing is used in the work of the Fleet will be illustrated.

All the models and ingenious apparatus required for the display by the Royal Navy are being designed and constructed by the staff of the Wembley Room at the War Office, under the direction of the Inter-Department Committee responsible for the Government's participation in the Exhibition.

THE FOREIGN YOLK.
EGGS WITH PASSPORTS.

The Merchandise Marks Bill was up for second reading in the House of Commons on March 7th.

Sir Guy Gaunt put all the points for the Bill in his usual cheery fashion. "It is not a Protectionist measure, and will not send up the price of anything."

When a Danish Egg comes here it should be sold as such, and not as a British Egg. "Liberalism," breaking into the speech, suggested that it would be just as easy for the British poultry-keeper to stamp all his eggs "British." "But why should the British egg have to travel round with a passport?" protested Sir Guy. Eggs from China which had hatched out in the British fowl, he protested. "This is a Bill against Chinese cheap labour. (Loud laughter.) Think of the poor little Yorkshire hen laying her one egg a day and struggling to keep the home together in the face of the competition of hundreds of thousands of miles away."

The chief objection to the inclusion of eggs in the Bill appeared to come from the members of the Egg Trade Defence Fund. "I can't give you all the names," because "I am not good at German names," he said, "but somewhere down the list I did strike the good old British name of Moses Israel. (Laughter.)"

"Coming to cheese," Will the Bill protect the buyer against the cheese?" joked a Socialist member.

Sir Guy Gaunt shrugged his shoulders and said if people would buy some of these wild foreign cheeses they must take the risk.

At one point Sir Guy Gaunt said: "I understand Mr. Hogge accused me of having been a Liberal. We have had a terrible lot of trouble in our family, but we have never had a Liberal. (Laughter.)"

Mr. Hogge: "I think the hon. and gallant gentleman once went to Abingdon-street. (Laughter.) He went on to state that 'Eggs from China take six weeks to come, and speak for themselves. Hens do not lay eggs in the same way as bricklayers lay bricks. The only thing I can suggest is that there is not the same trade union rules in regard to eggs as there is in regard to bricks.'"

The only important point about an egg was the date on which it was laid. The date when the egg was laid. (Laughter.)

The Bill was read a second time.

MINISTER'S REMINISCENCES.
A POST-OFFICE MESSENGER BOY.

Mr. C. G. Ammon, M.P., Parliamentary and Financial Secretary to the Admiralty, distributed the prizes at the City Day Continuation School, Golden Lane, E.C., on February 25th. Addressing the pupils, he recalled the days when he wore the uniform of a Post-Office messenger boy. He was proud of the uniform, not only as a uniform, but because it was the best suit of clothes he had. Speaking to the girls present, he said that upon them to a very large extent depended what should be the position of the country. "When I look back and see what a mess men have made of things all the time they have had the opportunity I have every hope for the girls," he remarked. Every moment they spent in education would be the best investment they could possibly make. Mr. Ammon added that he never won a prize at school. He started in an office at four o'clock in the morning and did not finish until 8.30 at night. During that time he became fairly proficient in three languages, and passed in mathematics and a number of other things.

There are so many people who subscribe a guinea and then expect a knighthood for it.—Mr. Baldwin.

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SHANGHAI via SWATOW	"SUANG"	Saturday	12th Apr. 11 a.m.
SHANGHAI via SWATOW	"FOOSHING"	Saturday	12th Apr. Noon
HAIPHONG via HOIHOW	"TINGSANG"	Sunday	13th Apr. 7 a.m.
RANGKOK via SWATOW	"LEESANG"	Sunday	13th Apr. 10 a.m.
TSINGTAU via SWATOW	"CHAKSANG"	Tuesday	15th Apr. Noon
SHANGHAI	"KWONGSANG"	Wednesday	16th Apr. 7 a.m.
Kobe via MOJI	"LAISANG"	Thursday	17th Apr. Noon
SHANGHAI via SWATOW	"WINGSANG"	Friday	18th Apr. 7 a.m.
RANGKOK via HOIHOW	"CHUSANG"	Friday	18th Apr. 10 a.m.
MANILA	"YUENSANG"	Saturday	19th Apr. 11 a.m.
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Wednesday	23rd Apr. 7 a.m.
SANDAKAN	"MAUSANG"	Wednesday	23rd Apr. 1 p.m.
Kobe via SHANGHAI	"HOSANG"	Friday	25th Apr. 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Tuesday	29th Apr. 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about

Tuesday, 29th April, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS

TELEPHONE NO. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS

HOMEWARDS

Vessel	Due Hongkong	Vessel	Leaves Hongkong
"GLENAGARRY"	17th Apr.	"GLENAGARRY"	22nd Apr.
"GLENAMOY"	4th May	"GLENAMOY"	9th May
"GLENAPP"	18th May	"GLENAPP"	23rd May
"CARMARTHENSIRE"	29th May		

Movements are subject to change without notice.

For Freight or Further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD., AGENTS.

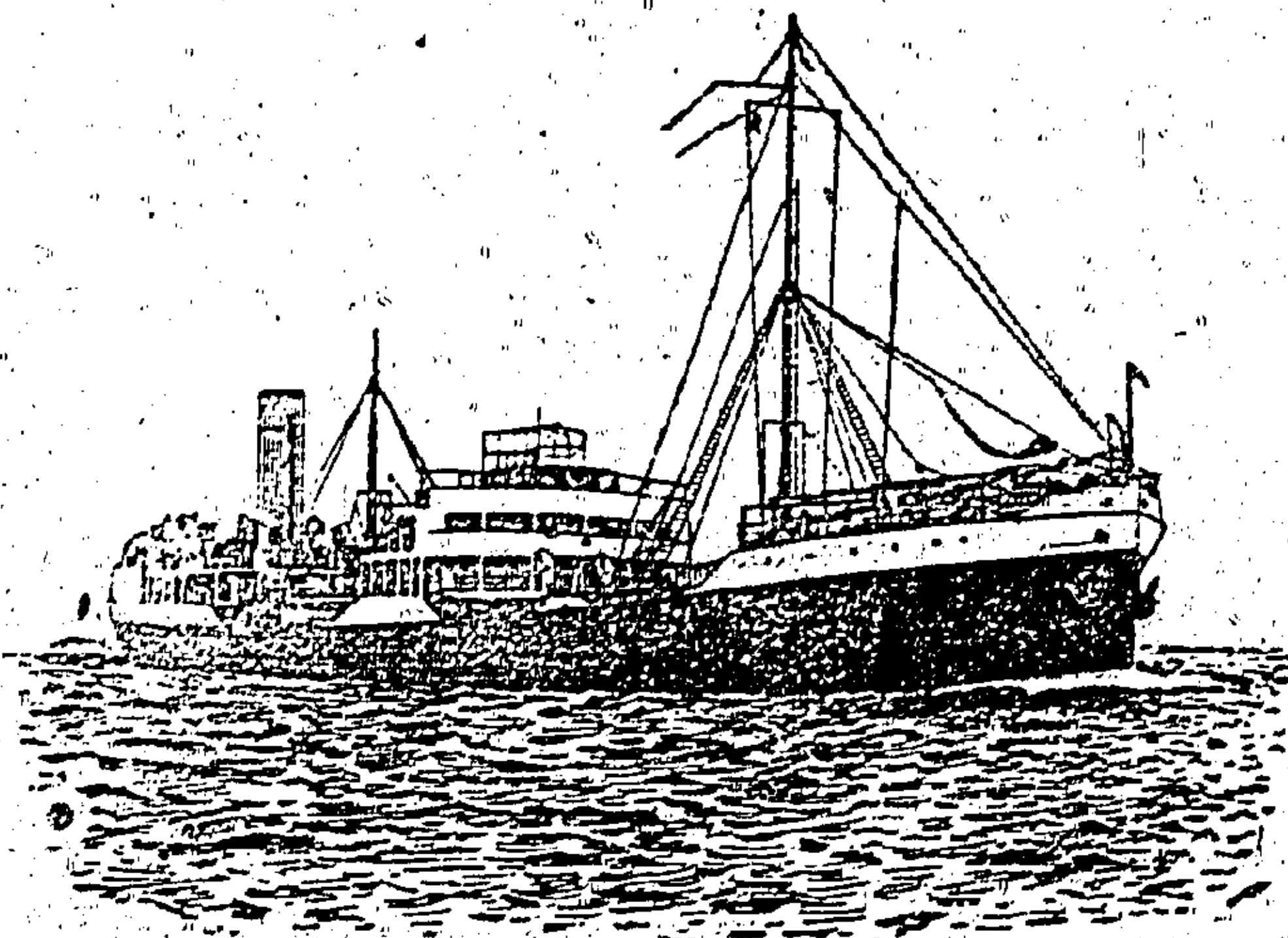
Telephones: Central No. 215 sub-x. 23, and Central 3596.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODS USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

427' 0" x 51' 0" 8,400 tons d.w. x 8,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO Saxon PETROLEUM CO., LTD., being one of four similar vessels built to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER & Co., M.L.N.A., Kowloon Dock, Hongkong!

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

"CITY OF CAIRO" 17th April, 1924, Marseilles, London, Hamburg & Bremen.
"CITY OF CHRISTIANIA" 18th April, 1924, Marseilles, London, Hamburg & Bremen.

PASSENGER SERVICE.

"CITY OF CAIRO" 17th April, 1924, Marseilles, London, Hamburg & Bremen.

FARES TO LONDON.

1st Class "A" £2 9s. "B" £2 4s. 2nd Class "A" £1 6s. "B" £1 2s. 3rd Class "A" £1 1s. "B" 10s. "C" 8s. "D" 6s. "E" 4s. "F" 3s. "G" 2s. "H" 1s. "I" 6d. "J" 4d. "K" 3d. "L" 2d. "M" 1d. "N" 1d. "O" 1d. "P" 1d. "Q" 1d. "R" 1d. "S" 1d. "T" 1d. "U" 1d. "V" 1d. "W" 1d. "X" 1d. "Y" 1d. "Z" 1d. "AA" 1d. "AB" 1d. "AC" 1d. "AD" 1d. "AE" 1d. "AF" 1d. "AG" 1d. "AH" 1d. "AI" 1d. "AJ" 1d. "AK" 1d. "AL" 1d. "AM" 1d. "AN" 1d. "AO" 1d. "AP" 1d. "AQ" 1d. "AR" 1d. "AS" 1d. "AT" 1d. "AU" 1d. "AV" 1d. "AW" 1d. "AX" 1d. "AY" 1d. "AZ" 1d. "BA" 1d. "BB" 1d. "BC" 1d. "BD" 1d. "BE" 1d. "BF" 1d. "BG" 1d. "BH" 1d. "BI" 1d. "BJ" 1d. "BK" 1d. "BL" 1d. "BM" 1d. "BN" 1d. "BO" 1d. "BP" 1d. "BQ" 1d. "BR" 1d. "BS" 1d. "BT" 1d. "BU" 1d. "BV" 1d. "BW" 1d. "BX" 1d. "BY" 1d. "BZ" 1d. "CA" 1d. "CB" 1d. "CC" 1d. "CD" 1d. "CE" 1d. "CF" 1d. "CG" 1d. "CH" 1d. "CI" 1d. "CJ" 1d. "CK" 1d. "CL" 1d. "CM" 1d. "CN" 1d. "CO" 1d. "CP" 1d. "CQ" 1d. "CR" 1d. "CS" 1d. "CT" 1d. "CU" 1d. "CV" 1d. "CW" 1d. "CX" 1d. "CY" 1d. "CZ" 1d. "DA" 1d. "DB" 1d. "DC" 1d. "DD" 1d. "DE" 1d. "DF" 1d. "DG" 1d. "DH" 1d. "DI" 1d. "DJ" 1d. "DK" 1d. "DL" 1d. "DM" 1d. "DN" 1d. "DO" 1d. "DP" 1d. "DQ" 1d. "DR" 1d. "DS" 1d. "DT" 1d. "DU" 1d. "DV" 1d. "DW" 1d. "DX" 1d. "DY" 1d. "DZ" 1d. "EA" 1d. "EB" 1d. "EC" 1d. "ED" 1d. "EE" 1d. "EF" 1d. "EG" 1d. "EH" 1d. "EI" 1d. "EJ" 1d. "EK" 1d. "EL" 1d. "EM" 1d. "EN" 1d. "EO" 1d. "EP" 1d. "EQ" 1d. "ER" 1d. "ES" 1d. "ET" 1d. "EU" 1d. "EV" 1d. "EW" 1d. "EX" 1d. "EY" 1d. "EZ" 1d. "FA" 1d. "FB" 1d. "FC" 1d. "FD" 1d. "FE" 1d. "FF" 1d. "FG" 1d. "FH" 1d. "FI" 1d. "FJ" 1d. "FK" 1d. "FL" 1d. "FM" 1d. "FN" 1d. "FO" 1d. "FP" 1d. "FQ" 1d. "FR" 1d. "FS" 1d. "FT" 1d. "FU" 1d. "FV" 1d. "FW" 1d. "FX" 1d. "FY" 1d. "FZ" 1d. "GA" 1d. "GB" 1d. "GC" 1d. "GD" 1d. "GE" 1d. "GF" 1d. "GG" 1d. "GH" 1d. "GI" 1d. "GJ" 1d. "GK" 1d. "GL" 1d. "GM" 1d. "GN" 1d. "GO" 1d. "GP" 1d. "GQ" 1d. "GR" 1d. "GS" 1d. "GT" 1d. "GU" 1d. "GV" 1d. "GW" 1d. "GX" 1d. "GY" 1d. "GZ" 1d. "HA" 1d. "HB" 1d. "HC" 1d. "HD" 1d. "HE" 1d. "HF" 1d. "HG" 1d. "HH" 1d. 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"LQ" 1d. "LR" 1d. "LS" 1d. "LT" 1d. "LU" 1d. "LV" 1d. "LW" 1d. "LX" 1d. "LY" 1d. "LZ" 1d. "MA" 1d. "MB" 1d. "MC" 1d. "MD" 1d. "ME" 1d. "MF" 1d. "MG" 1d. "MH" 1d. "MI" 1d. "MJ" 1d. "MK" 1d. "ML" 1d. "MN" 1d. "MO" 1d. "MP" 1d. "MQ" 1d. "MR" 1d. "MS" 1d. "MT" 1d. "MU" 1d. "MV" 1d. "MW" 1d. "MX" 1d. "MY" 1d. "MZ" 1d. "NA" 1d. "NB" 1d. "NC" 1d. "ND" 1d. "NE" 1d. "NF" 1d. "NG" 1d. "NH" 1d. "NI" 1d. "NJ" 1d. "NK" 1d. "NL" 1d. "NM" 1d. "NN" 1d. "NO" 1d. "NP" 1d. "NQ" 1d. "NR" 1d. "NS" 1d. "NT" 1d. "NU" 1d. "NV" 1d. "NW" 1d. "NX" 1d. "NY" 1d. "NZ" 1d. "OA" 1d. "OB" 1d. "OC" 1d. "OD" 1d. "OE" 1d. "OF" 1d. "OG" 1d. "OH" 1d. "OI" 1d. "OJ" 1d. "OK" 1d. "OL" 1d. "OM" 1d. "ON" 1d. "OO" 1d. "OP" 1d. "OQ" 1d. "OR" 1d. "OS" 1d. "OT" 1d. "OU" 1d. "OV" 1d. "OW" 1d. "OX" 1d. "OY" 1d. "OZ" 1d. "PA" 1d. "PB" 1d. "PC" 1d. "PD" 1d. "PE" 1d. "PF" 1d. "PG" 1d. "PH" 1d. "PI" 1d. "PJ" 1d. "PK" 1d. "PL" 1d. "PM" 1d. "PN" 1d. "PO" 1d. "PP" 1d. "PQ" 1d. "PR" 1d. "PS" 1d. "PT" 1d. "PU" 1d. "PV" 1d. "PW" 1d. "PX" 1d. 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"UF" 1d. "UG" 1d. "UH" 1d. "UI" 1d. "UJ" 1d. "UK" 1d. "UL" 1d. "UM" 1d. "UN" 1d. "UO" 1d. "UP" 1d. "UQ" 1d. "UR" 1d. "US" 1d. "UT" 1d. "UU" 1d. "UV" 1d. "UW" 1d. "UX" 1d. "UY" 1d. "UZ" 1d. "VA" 1d. "VB" 1d. "VC" 1d. "VD" 1d. "VE" 1d. "VF" 1d. "VG" 1d. "VH" 1d. "VI" 1d. "VJ" 1d. "VK" 1d. "VL" 1d. "VM" 1d. "VN" 1d. "VO" 1d. "VP" 1d. "VQ" 1d. "VR" 1d. "VS" 1d. "VT" 1d. "VU" 1d. "VV" 1d. "VW" 1d. "VX" 1d. "VY" 1d. "VZ" 1d. "WA" 1d. "WB" 1d. "WC" 1d. "WD" 1d. "WE" 1d. "WF" 1d. "WG" 1d. "WH" 1d. "WI" 1d. "WJ" 1d. "WK" 1d. "WL" 1d. "WM" 1d. "WN" 1d. "WO" 1d. "WP" 1d. "WQ" 1d. "WR" 1d. "WS" 1d. "WT" 1d. "WU" 1d. "WV" 1d. "WW" 1d. "WX" 1d. "WY" 1d. "WZ" 1d. "XA" 1d. "XB" 1d. "XC" 1d. "XD" 1d. "XE" 1d. "XF" 1d. "XG" 1d. "XH" 1d. "XI" 1d. "XJ" 1d. "XK" 1d. "XL" 1d. "XM" 1d. "XN" 1d. "XO" 1d. "XP" 1d. "XQ" 1d. "XR" 1d. "XS" 1d. "XT" 1d. "XU" 1d. "XV" 1d. "XW" 1d. "XX" 1d. "XY" 1d. "XZ" 1d. "YA" 1d. "YB" 1d. "YC" 1d. "YD" 1d. "YE" 1d. "YF" 1d. "YG" 1d. "YH" 1d. "YI" 1d. "YJ" 1d. "YK" 1d. "YL" 1d. 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NOTE—Particularly Charge of Passage Rate by Cargo Steamers.

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(Tel. Central 750).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

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(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ATREUS" 11th Apr. via Suez Canal
"KNARESBRO" 1st May via Suez Canal
"KEEMUN" 1st May via Suez Canal
"CITY OF ORAN" 11th May via Suez Canal

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongk. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	—	—	13th April
ANGKOR	—	—	27th April
CHAMBER	—	—	11th May
PAUL LEGAT	30th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May
AMBOISE	10th Apr.	12th May	8th June

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) £ 95. 0s. 0d. B CLASS (1st Class) £ 83. 0s. 0d.
STEAMER 12nd £ 68. 0s. 0d. STEAMER 12nd £ 60. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"CAPITAINE PAURE" loading for HAVRE, ANTWERP.

"COMMISSAIRE FAMEL" from DUNKIRK, LONDON & HAVRE is due to arrive about the End of April.

Sailings subject to alteration without notice.

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MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HALFOONG Capt. W. S. Tarnhill 11th Apr. at 1 p.m.
FAIHONG Capt. Ellis Walker 18th Apr. at 1 p.m.
*Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCELINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "CELTIC PRINCE" 22nd April.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

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MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE"	6,254	15th April	Singapore & Bombay.
"PADUA"	5,907	17th April	Singapore & Bombay.
"NELLORE"	5,853	17th April	Mars, L'don, A'warp & B'bay.
"CHINA"	7,853	19th April	Marselles, London & Antwerp.
"SOUDAN"	6,899	20th April	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,113	3rd May	Marselles, London & Antwerp.
"MIRZAPUR"	6,715	7th May	S'pore, Colombo & B'bay.
"PLASSY"	7,425	17th May	Mars, London & Antwerp.
"KASHMIR"	8,963	24th May	do.
"SICILIA"	6,813	25th May	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,097	31st May	Mars, London & Antwerp.
"KASHGAR"	8,840	14th June	Mars, London & Antwerp.
"SOUDAN"	6,899	23rd June	S'pore, Penang, Colombo & B'bay.
"KORSA"	10,811	28th June	Mars, L'don & A'warp.
"KARMALA"	9,098	12th July	do.
"SICILIA"	6,813	22nd July	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,941	28th July	Mars, L'don & A'warp.
"DEVANHA"	8,032	5th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KHYBER"	9,014	6th Sept.	do.
"KASHGAR-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,963	4th Oct.	do.
"KORSA"	10,811	18th Oct.	do.
"KASHGAR"	5,840	1st Nov.	Mars, L'don & A'warp.

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,205	10th Apr. 1.30 p.m.	Singapore, Penang & Ceylon.
"TALMA"	10,000	13th Apr.	do.
"JAPAN"	6,052	29th Apr.	do.
"TANDA"	6,956	6th May	do.
"TAKADA"	6,949	23rd May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th Apr.	Manila, Sandakan, Thursday
"EAS PERV"	4,500	28th May	Manila, Sandakan, Brisbane, Sydney & Melbourne.
"ARAFURA"	8,000	3rd July	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for South America & London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"GOGRA"	5,181	11th Apr. D.L.	Kobe & Moji
"TANDA"	6,956	15th Apr.	Moji & Kobe.
"PLASSY"	7,425	18th Apr.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	2nd May	do.
"TAKADA"	6,949	3rd May	Moji & Kobe.
"SICILIA"	6,813	5th May	do.
"KASHGAR"	8,840	13th May	Shanghai.
"SOUDAN"	6,899	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	20th May	Moji & Kobe.
"MOBEA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	8,000	7th June	Moji & Kobe.
"SOUDAN"	6,899	11th June	Shanghai.
"KARMALA"	9,098	18th June	Shanghai, Moji & Kobe.
"MALWA"	10,941	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai.
"DEVANHA"	8,032	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	23rd July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KASHGAR-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,963	3rd Sept.	do.
"ARAFURA"	8,000	6th Sept.	Moji & Kobe.
"MOBEA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI ...	Shantung ...	10th April
AMOI AND FORMOSA ...	Ati Maru ...	10th April
CANADA, U.S.A., JAPAN & SHANGHAI ...	Emp. of Australia ...	10th April
U.S.A., CANADA, JAPAN AND SHANGHAI ...	Pres. Jefferson ...	11th April
SHANGHAI ...	Swigang ...	12th April
EUROPE via Negapatam (Letters only), London, 13th Mar.	Tanda ...	12th April
EUROPE via Negapatam (papers only), London, 13th Mar.	Nippon ...	12th April
U.S.A., JAPAN AND SHANGHAI ...	Pres. Garfield ...	14th April

OUTWARD MAILS.

FOR	PER	DATE
Swatow, Amoy and Formosa ...	Nanyo Maru ...	Thursday, 10th, 8.00 A.M.
Pakhoi and Haiphong ...	Linchow ...	8.00 A.M.
Hoihow ...	Chinshu ...	8.00 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and EUROPE via VICTORIA, B.C., the Victoria, B.C., 29th April, & Europe via Siberia (Correspondence specially superscribed "via Siberia" only) ...	Pres. Jackson ...	Registration Letters 8.00 A.M.
Manila ...	Darwin ...	10.30 A.M.
Straits and Calcutta ...	Torilla ...	Noon
Manila ...	Edgar Burton ...	1.00 P.M.
Straits ...	Van Cloon ...	1.00 P.M.
Shanghai ...	Helenus ...	2.00 P.M.
Shanghai ...	Keanotes ...	2.30 P.M.
Shanghai ...	Oostkerk ...	3.30 P.M.
Swatow ...	Hydrangea ...	3.30 P.M.
Shanghai ...	Ichang ...	5.00 P.M.
Japan ...	Ati Maru ...	Friday, 11th, 9.30 A.M.
Shanghai ...	Pacific Maru ...	10.30 A.M.
Swatow, Amoy and Foochow ...	Haifong ...	Noon
Manila ...	Ati Maru ...	2.30 P.M.
Shanghai ...	Changchou ...	5.00 P.M.
Amoy and Manila ...	Shinang ...	Saturday, 12th, 10.00 A.M.
Amoy ...	Kaying ...	2.30 P.M.
Salon, Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt, and Europe via Marseilles—due Marseilles, 14th May ...	Amazons ...	Registration Letters 4.15 P.M.
Ship sails on Sunday, 13th inst. at 4 p.m.		
Hoihow and Haiphong ...	Lessing ...	Sunday, 13th, 9.30 A.M.
Shanghai and Japan ...	Alabama Maru ...	9.30 A.M.
Java via Batavia ...	Tyikini ...	9.00 A.M.
Swatow, Amoy and Formosa ...	Amakusa Maru ...	9.00 A.M.
Manila ...	Pres. Jefferson ...	9.00 A.M.
Straits ...	Glenn ...	Monday, 14th, 2.30 P.M.
Swatow and Bangkok ...	Chokwan ...	Tuesday, 15th, 10.30 A.M.
Shanghai Japan & Victoria B.C. due—Victoria B.C. 15th May & EUROPE via Siberia (Correspondence specially superscribed "via Siberia" only) ...	Iyo Maru ...	Thursday, 17th, 9.30 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and EUROPE via VANCOUVER, B.C., due Vancouver, B.C. 7th May ...	Empress of Australia ...	Parcels for Canada only—17th, 5.00 P.M. Ber. 18th, 9.15 A.M. Letters 10.00 A.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 29th April ...	Yoshino Maru ...	Friday, 19th, 8.45 A.M. Registration Letters 9.30 A.M.
Swatow, Amoy and Foochow ...	Haifong ...	9.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles 16th May ...	China ...	Parcels, 17th, 6.00 P.M. Registration Letters 9.45 A.M.
Shanghai and Japan ...	Kashima Maru ...	Tuesday, 22nd, 10.30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

CLAUDES	14TH APR.	London, Rotterdam & Hamburg
SARPEDON	22ND APR.	Marseilles, London & Rotterdam
MACHON	29TH APR.	London, Rotterdam & Antwerp
EUMAEUS	5TH MAY	London, Rotterdam & Antwerp

LIVERPOOL SERVICE

ALCINOUS	16TH APR.	Genoa, Marseilles, Liverpool & Glasgow
TEUCER	18TH MAY	Marseilles, Havre, Liverpool & Glasgow
RHESUS	20TH MAY	Genoa, Liverpool & Glasgow

PACIFIC SERVICE

PHILOCTETES	9TH APR.	Victoria, Seattle & Vancouver
TYNDAREUS	6TH MAY	

NEW YORK SERVICE

ATREUS	11TH APR.	via Suez and Boston
KEEMUN	1ST MAY	via Suez and Boston
ONFA	21ST MAY	via Suez and Boston

PASSENGER SERVICE

PATROCLUS	15TH APR.	for Shanghai
SARPEDON	22ND APR.	for Singapore, Marseilles & London
PATROCLUS	19TH MAY	for Singapore, Marseilles & London
MENTOR	16TH JUNE	for Singapore & London
ANCHISES	14TH JULY	for Singapore, Marseilles & London
SARPEDON	13TH SEPT.	for Singapore, Marseilles & London

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BUTTERFIELD & SWIRE, AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

April 9th, 1924.	
ON LONDON—	
Telegraphic Transfer ...	2/4 1/2
Bank Bills, on demand ...	2/4 5/16
Bank Bills, at 30 days' sight ...	2/4
Bank Bills, at 4 months' sight ...	2/4 1/2
Credits, at 4 months' sight ...	2/5 1/2
Documentary Bills, 4 months' sight ...	2/5 1/2
ON PARIS—	
Bank Bills, on demand ...	870
Credits, 4 months' sight ...	970
ON NEW YORK—	
Bank Bills, on demand ...	51
Credits, at 30 days' sight ...	52 1/2
ON BOMBAY—	
Telegraphic Transfer ...	169
Bank Bills, on demand ...	169
ON CALCUTTA—	
Telegraphic Transfer ...	169
Bank Bills, on demand ...	169
ON SHANGHAI—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	nom.
ON YOKOHAMA—On demand ...	121 1/2
ON MANILA—On demand ...	103
ON SINGAPORE—On demand ...	101
ON BATAVIA—On demand ...	133 1/2
ON HONGKONG—On demand ...	nom.
ON SINGAPORE—On demand ...	nom.
ON BANGKOK—On demand ...	78 1/2
SOVEREIGN, Bank's Buying rate ...	\$ 3.47
GOLD LEAF, 100 fine, per tael ...	50.20
BAR SILVER, per oz. ...	32 15/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ...	\$50,000,000
Issued and Fully Paid-up ...	\$20,000,000
Reserve Funds:—	
Sterling ...	\$1,500,000
Silver ...	\$23,500,000
Reserve Liability of Proprietors ...	\$20,000,000

Consent of Directors:

D. G. M. BERNARD, Esq., Chairman	
W. L. Pattenden, Esq., Deputy Chairman	
A. H. Compton, Esq., J. P. Warren, Esq.	
Hon. Mr. P. H. Holyoak, N. L. Watson, Esq.	
A. O. Lang, Esq., H. P. White, Esq.	
J. A. Plimmer, Esq., G. M. Young, Esq.	

Chief Manager:

Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 2nd April, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION
A. G. STEPHEN, Chief Manager.
Hongkong, 14th November, 1922. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ...	£3,000,000
Reserve Fund ...	£3,400,000
Reserve Liability of Proprietors ...	£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, May 6th, 1923. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GIKKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...	Yen 60,000,000
Capital (Paid-up) ...	Yen 62,500,000
Reserve Fund ...	Yen 12,950,000

HEAD OFFICE—TAIPEI, FORMOSA.

BANKS:	
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.	
FORMOSA—Gilan, Kagi, Kankou, Keelung, Makung, Nanto, Pusan, Shinan, Tachia, Tainan, Takow, Tamsui, Tientsin, Aikou.	
CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton.	
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.	

LONDON BANKERS:

LONDON COUNTRIES WESTMINSTER AND PARKS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH, Manager.
HONGKONG BRANCH,
4, Des Voeux Road,
Hongkong, 15th September, 1923.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ...	£20,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital ...	£1,000,000
Reserve Fund ...	£1,250,000

BANKS: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BANKS:	
Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bantay, Howrah, New York, Simla, Calcutta, Kandy, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Malay).	

HONGKONG BRANCH: Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.
N. C. WILSON, Manager.
7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 97, Boulevard Haussmann, Paris.

Subscribed Capital ...	Fr. 72,000,000.00
Paid-up Capital ...	Fr. 63,400,000.00
Reserve Fund ...	Fr. 58,867,283.54

BANKS:	
Bangkok, Canton, Hankow, Hongkong, Kiating, Macao, Manila, Peking, Shanghai, Soerabaya, Tientsin, Yunnan.	

FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT, Manager.
Hongkong, 20th March, 1924. [32]

THACKERAY KNEW!

IN "THE VIRGINIANS" HE WROTE—

"There's no sweeter Tobacco comes from Virginia and no better brand than the 'Three Castles'"

"Three Castles"
The Cigarette with the Pedigree

Sold by all High-Class Tobacconists.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Established 1913.

Authorized Capital ...	\$10,000,000.00
Paid-up Capital ...	\$5,000,000.00
Reserve Fund ...	\$7,500,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent.	
For 6 " " " " " " " "	
For 12 " " " " " " " "	

KAN TONG PO, Chief Manager.
Hongkong, March 15th, 1924. [34]

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.

BRANCHES: Shanghai—51, Kingsoe Road. Hankow—British Concession.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.
Attractive Rates for all kinds of Deposits. Enquiries are welcomed.
T. H. MAI, Manager.
1923.]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ...	Yen 100,000,000
Reserve Fund ...	Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

BANKS AND AGENCIES AT:	
Batavia, Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Nagasaki, Peking, Rangoon, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Tokyo, Yunnan.	

Interest allowed on Current Accounts. Deposits received for Fixed Periods at Rates to be obtained on application.
T. NISHIYAMA, Manager.
Hongkong, 17th Sept., 1923. [33]

NEDERLANDSCHE HANDEL.

MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY.) BANK.

Established 1824. Hongkong Branch established 1906.

Authorized Capital Guilders ...	150,000,000
Paid-up Capital ...	80,000,000
Reserve Fund ...	19,789,180
Special Reserves ...	22,860,000

Head Office: AMSTERDAM.
Eastern Head Office: BATAVIA.

BRANCHES: Batavia, Bandoeng, Bencoolen, Calcutta, Cebu, Djember, Soerabaya, The Hague, Kobe, Kota-Batja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Soerabaya, Soerabaya (Solo), Tegal, Tientsin, and Weltevreden.

LONDON BANKERS: THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAABGAARD, Acting Agent.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ...	\$20,000,000.00
Paid-up Capital ...	18,873,600.00
Reserve Funds ...	9,629,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS: The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

NEW YORK BANKERS: The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted.

Loans granted on Approved Securities. Special facilities for Home Exchange.

TSUYE PEI, Manager.
Hongkong, September 8th, 1921. [35]

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